THE ILLUSTRATED LONDON NEWS.

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM, AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST.

No. 3916.—VOL. CXLIV. SATURDAY, MAY 9, 1914. SIXPENCE.

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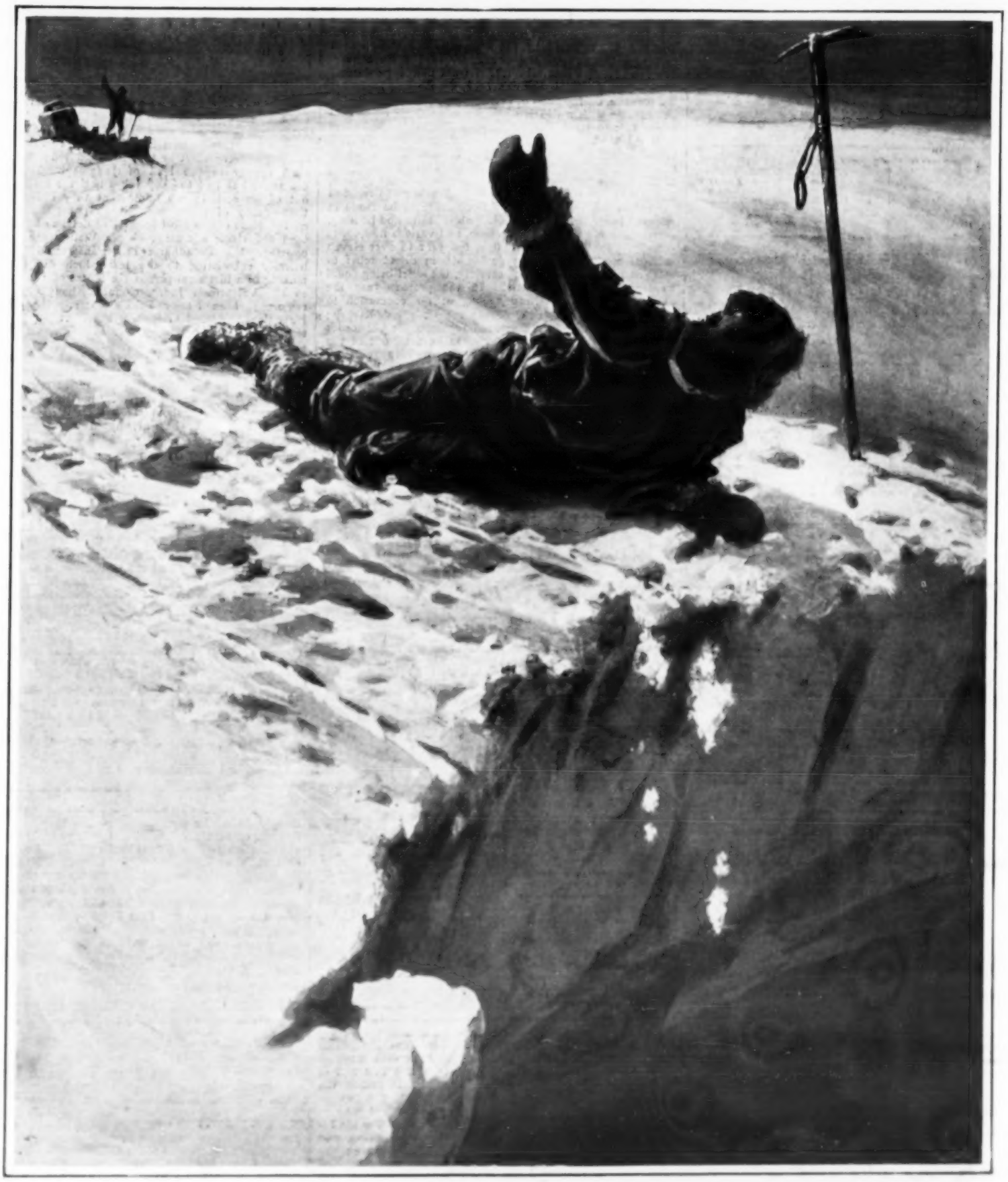

THE LOSS OF LIEUT. NINNIS, OF THE AUSTRALASIAN ANTARCTIC EXPEDITION: DR. DOUGLAS MAWSON LOOKING DOWN INTO THE CREVASSE INTO WHICH HIS COMRADE FELL WITH SLEDGE AND DOG-TEAM.

Dr. Douglas Mawson, with Lieutenant Ninnis and Dr. Mertz, was exploring unknown land. All was well. Mertz went ahead to break trail; Mawson followed, with the first of the two sledges. He passed safely over a crevasse, calling out "Crevasse" to warn Ninnis, who was walking beside his sledge, close behind. Glancing round, Mawson saw Ninnis turn his team to take a more direct path. A moment later the snow over the crevasse broke, and man, sledge, and dog-team disappeared. Dr. Mawson heard nothing. He had marched a quarter of a mile before he was warned by the fact that Mertz was looking back anxiously again and again. Then he turned, to see nothing but the empty plain. Halting the dogs and running back, he found a hole in the snow, some eleven feet across, and looked down into a chasm of ice. Then he knew. Mertz, too, came back, answering Dr. Mawson's call. All that could be seen of the lost were two injured dogs groaning on an ice-ledge some 150 feet below. For nine hours the two men called into the crevasse, hoping against hope to get a reply. There was none.

From Material Supplied by Dr. Douglas Mawson.

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PARLIAMENT.

TALK of conciliation and peace on the Irish question, suggested by Mr. Churchill's unexpected overture to Sir Edward Carson, followed the excitement caused last week by the gun-running exploit. The sting was taken out of the debate on the naval and military movements recently contemplated by the Government, and the general feeling of the House of Commons was softened by the patriotic speeches of Mr. Balfour and the Ulster leader, and by the offer of Mr. Bonar Law to stand aside if the Prime Minister preferred "conversation" with one of his colleagues. Thereafter the Opposition awaited an offer or suggestion from the Government, while some uneasiness was shown in Radical and Nationalist quarters. In view of the debate and the fact that he had already replied to some 700 questions, Mr. Asquith decided to refuse to answer any more on the subject of the recent movements. Mr. Bonar Law suggested on Monday that his decision meant that the Government at any time might refuse to answer all inconvenient questions, but the Prime Minister put it entirely on the special grounds of this particular case. A new subject for Parliamentary thought and controversy was supplied by the ambitious and complicated Budget submitted by the Chancellor of the Exchequer. The estimated expenditure (apart from new expenditure) for the new financial year was £205,985,000, and as he put the revenue, on the basis of existing taxes, at £200,655,000, he was left with a deficit of £5,300,000. To this he proposed to add large grants from the Exchequer in aid of local rates. The new scheme involved a national system of valuation for local taxation. This valuation would separate the site from the improvements; the taxation of site values would form an integral part of the system, and it was proposed that new grants should go in relief of the rate upon improvements. Grants are to be made in respect of poor law, police, roads, public health and housing, cattle disease, education, insurance, and various new social services. They will amount in a full year to over eleven millions sterling, including £9,845,000 in direct relief of rates and £1,250,000 in fresh services, the relief being equal to ninepence in the pound. In the present year the expenditure on these heads, along with a concession to postal labour, adds £4,218,000 to the Budget deficiency; and, after allowing for a margin of £252,000, the Chancellor had to find £9,800,000. One million he took out of the Sinking Fund, and the rest he proposed to raise by additions to the higher scales of income tax, to the super-tax, and to estate duties. A few remissions were announced, notably the doubling of the deduction of 7s. 6d. for each child in the case of incomes up to £500, and abatements of estate duties where there is a quick succession of deaths. Radical and Labour Members were pleasurably excited while the Chancellor of the Exchequer stiffened the charges on the rich; and, indeed, Mr. Will Thorne would have had him carry the scale still higher. The Chancellor raises the tax on "unearned" incomes from 1s. 2d. to 1s. 4d. in the pound, and graduates the rate on earned incomes of four figures until it reaches 1s. 4d. on those above £2500. He begins the super-tax at incomes of £3000 instead of £5000, and, while exempting the first £2500, he introduces a quickly rising scale which mounts to 1s. 4d. He also increases the death duties on large estates, raising the maximum from 15 to 20 per cent., and he abolishes the present distinction in the case of settled property. With these strenuous proposals and the necessary legislation a heavy addition has been made to the burden of an anxious Parliament.

"THE TRUTH ABOUT ULSTER."

A MORE timely work than Mr. Frankfort Moore's "The Truth About Ulster" (Nash) could not be issued from the press. An Ulsterman, the author possesses intimate knowledge both of his race-fellows and of the true Irish of the South and West; he sets forth with minute skill those numerous points of difference in character and disposition which are at the root of the difficulty wherewith we now are confronted, bringing into high relief the details of the problem in a fashion as convincing as it is illuminating and entertaining. Perhaps there are no two races on earth, dwelling side by side, more completely alien one from the other than the dour, hard-headed Ulsterman, bound up in the traditions of his Scottish ancestry, and the light-hearted, charming Celt; and the very real value of this book lies in the merciless clarity with which these essential differences are limned. Religion has something to do with the gulf that separates the two, but, says the author, "to talk in these days of Protestant ascendancy in Ireland is ridiculous. There are two ascendancies in Ireland, the one of money and industry in the North, the other of art and grace in the South." He deals lightly with the delicate question of religious antagonisms; but it becomes clear that Ulster could never have attained to her present prosperity had her people been handicapped by the observance of perpetually recurring Saints' days, as in the South and West. It must be admitted that the typical Ulsterman as portrayed by Mr. Frankfort Moore is not an attractive person; his concern is with material things; his aim in life is success, expressed in terms of hard cash; and his self-respect leads him to eschew the minor courtesies, lest he be suspected of ulterior motive. But his defects are superficial; below the rugged exterior exist the robust and virile qualities which have made his province what it has become—law-abiding, thriving, and loyal. Ulster, in a word, is a geographical mistake; the native is entirely at home among the Scottish Lowlanders or the shrewd business men of Northern England; among the Southern Irish he is a stranger, misunderstanding and misunderstood. The two are poles apart, as incapable of mingling as oil and water. Mr. Frankfort Moore puts the whole thing in a nutshell when he declares for residence in hospitable, cheery Dublin, with investments in serious, business-like Belfast: thus might be enjoyed to the full the advantages of life in Ireland. He makes merry over the doubt whether Ulster would fight; his earliest recollections are of street-fighting in Belfast, and he shows that the *casus belli* of half a century ago has become intensified beyond the dreams of Englishmen at the present day.

THE PLAYHOUSES.

"THE HOLY CITY." AT THE COMEDY.

ANOTHER Biblical play has been acted publicly under the Censor's license, and this time not a story from the Old Testament, but a drama covering no small part of the Gospel narrative, and representing at its close no less momentous an event than the Resurrection. This is "The Holy City," a work of Mr. Thomas W. Broadhurst's, presented by Miss Nancy Price at Comedy Theatre matinées; truly we playgoers may be said to be living in strangely changed times. Yet, glad though we may be at the emancipation of our stage which the possibility of such a production symbolises, it is perhaps permissible to doubt whether the experiment was worth either author's or actress's while, crippled as it is, and must be, by the inevitable absence from the scenes of the Divine Protagonist. Through this succession of episodes—it is that, rather than a coherent play—in which Judas, Peter, John, Caiaphas, Pilate, Barabbas, Mary Magdelene (here identified with Mary of Bethany), Martha and Lazarus figure, the characters are for ever talking of the Nazarene, and he is the real hero. Yet, in accordance with our modern conventions—and who shall say they are not laudable?—this hero is kept out of sight. Here we are shown Mary Magdalene repenting and being called to the feet of the Master; Caiaphas demanding Christ's death; Pilate washing his hands of responsibility; Peter thrice denying his Lord; Judas trying to rid himself of the price of his betrayal; the women visiting the Sepulchre, and shouting rapturously the Eastern invocation—and lo! the object of their concern must be taken for granted; He may not even appear in the Hall of Judgment. The rule the dramatist has had to obey takes half the reality and life out of his scenes; we know that they did not happen thus—many of them, with Christ not present—and, of course, some of the most impressive details of the Passion, thus the mock adoration of the Victim, are necessarily omitted. Mr. Broadhurst has transgressed even while literally submitting to the law which disapproves the making of a historical person the centre of a drama. And so Mr. Valentine's Judas, eloquent though he is in his remorse; Miss Nancy Price's consistently picturesque Magdalene; Mr. McKeown's Peter in all his rugged sincerity; not to mention the stately Pilate of Mr. Hewetson, and the Barabbas of Mr. Hallard, seem to move in not much more than tableaux-vivants, and tableaux in which we are always waiting for, and never set eyes on, the all-important figure. The treatment is reverent, the scenery and music are sufficiently illustrative, the cast is strong; but Mary's should have been the story told, and because the author has attempted to do more, he has done less.

"THE DANGEROUS AGE," AT THE VAUDEVILLE.

Very pleasant is the slight comedy which Mr. H. V. Esmond gives us in "The Dangerous Age," containing as it does an abundance of that sprightly and unforced wit which seems to come to him so naturally, and just a sufficiency of sentiment and emotional interest to redeem it from levity. It starts in as idyllic a fashion as his early success, "One Summer's Day," with a woodland scene and a picnic out of doors that are just the right setting for the talk and pranks of as charming a couple of lads as our stage has shown us for quite a long while. They are the sons of light-hearted Betty Dunbar, given out by them as a widow who wants looking after, and they chatter about her and their own boyish interests to their friend, the middle-aged but romantically unworldly Sir Egbert Englefield, with such refreshing spontaneity that half-an-hour seems a minute or two in their company. Obviously, you say, this modest baronet and the pretty young mother are destined to pair off together, and you anticipate, perhaps, a slight misunderstanding—perhaps only badinage—to fill out the time till such an ending materialises. But so far as the heroine and her boys are concerned, the note of the play suddenly changes and deepens. The younger child meets with a bad accident, and Betty has to face the possibility of losing her baby, as she thinks of him, and to undergo other trials and unhappiness partly of her own making, with the chivalrous Sir Egbert always at her side to help, before he ventures to ask her to let him take her burdens on his shoulders. The two boys could not be more boyish than Reginald Grasdorff and Roy Royston represent them at the Vaudeville. Miss Eva Moore has one most poignant *cri de cœur* half-way through the play, and elsewhere exhibits a buoyancy and a gaiety that few other actresses can match. Mr. Esmond himself plays gracefully the waiting game of Sir Egbert. And there are some diverting scenes between Miss Estelle Despa and Mr. Leslie Banks in elaboration of an extremely matter-of-fact courtship. Altogether, a very appropriate spring-tide entertainment.

On our page of portraits of opera singers at Covent Garden, in our issue of April 25, we inadvertently omitted to mention the names of the photographers. Six of the portraits—those of Mme. Melba, Mme. Kirkby Lunn, Mme. Emmy Destinn, Mme. Edvina, Herr Johannes Forsell, and Signor Giovanni Martinelli—were from photographs by the Dover Street Studios, Ltd.

AT THE BOOKSELLERS'.

MISCELLANEOUS.

The Truth About Ulster. F. Frankfort Moore. 7s. 6d. net. - *Nash.*
On the Track of the Great: Recollections of a Special Correspondent. Aubrey Stanhope. 7s. 6d. net. - *Nash.*
Hunting and Hunted in the Belgian Congo. R. Davey Cooper. 10s. 6d. net. - *Smith, Elder.*
The Philosophy of William James. Howard V. Knox. 2s. net. *Constable.*
Ocean Trade and Shipping. Douglas Owen. 10s. 6d. net. *Cambridge University Press.*
Small Flower Gardens. E. A. Johnson. 1s. net. - *Daniel.*
Playing With Love. Arthur Schnitzler. 3s. 6d. net. *Gay and Hancock.*
The Gourmet's Guide to London. Lieutenant-Colonel Newnham-Davis. 7s. net. - *Grant Richards.*
A Wanderer's Trail. A. Loton Ridger. 7s. net. - *Grant Richards.*
Turkish Memories. Sidney Whitman. 7s. net. - *Heinemann.*

THE CAMERA AS RECORDER: NEWS BY PHOTOGRAPHY.

Photo. Topical.

PART OF A GREAT SCHEME OF ENLARGEMENT: THE NEW KING EDWARD VII. GALLERIES OF THE BRITISH MUSEUM, WHICH THE KING ARRANGED TO OPEN.

The King arranged to open the British Museum Extension on Thursday last, May 7. The foundation-stone of the new building, which is in Montague Place, Bloomsbury, and is bounded by Russell Square on one side and Bedford Square on the other, was laid by King Edward VII., on June 27, 1907. The structure, which is called The King Edward VII. Galleries, is connected with the present Museum by the extension of the North Library. It has a frontage of 386 feet. In course of time, other enlargements will be made. On the early afternoon of May 4, a militant Suffragette, visiting the Royal Academy, broke the glass covering Mr. Sargent's portrait of Mr. Henry James, cutting the picture badly in three places. The woman was arrested and was taken before Mr. Denman, at Marlborough Street Police Court, where her name was given as Mary Wood. She was committed for trial. The painting was a presentation portrait from a group of authors, artists, and friends of Mr. James.

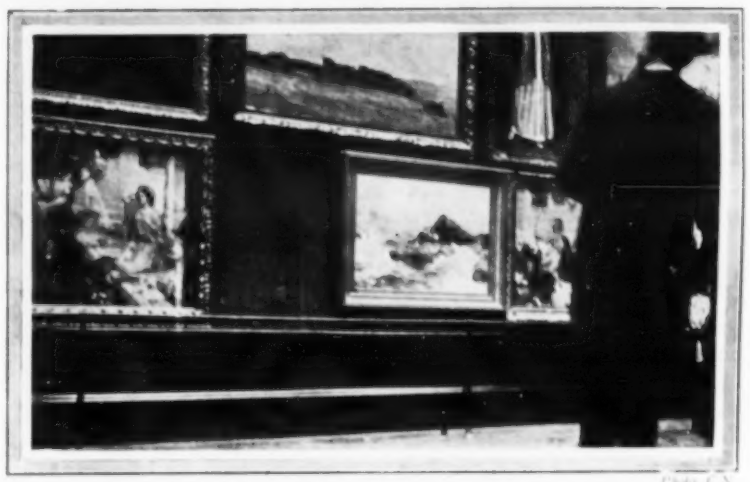

Photo. C.N.

THE SUFFRAGETTE ATTACK ON SARGENT'S "HENRY JAMES" AT THE ROYAL ACADEMY: THE POSITION OCCUPIED BY THE DAMAGED PICTURE.

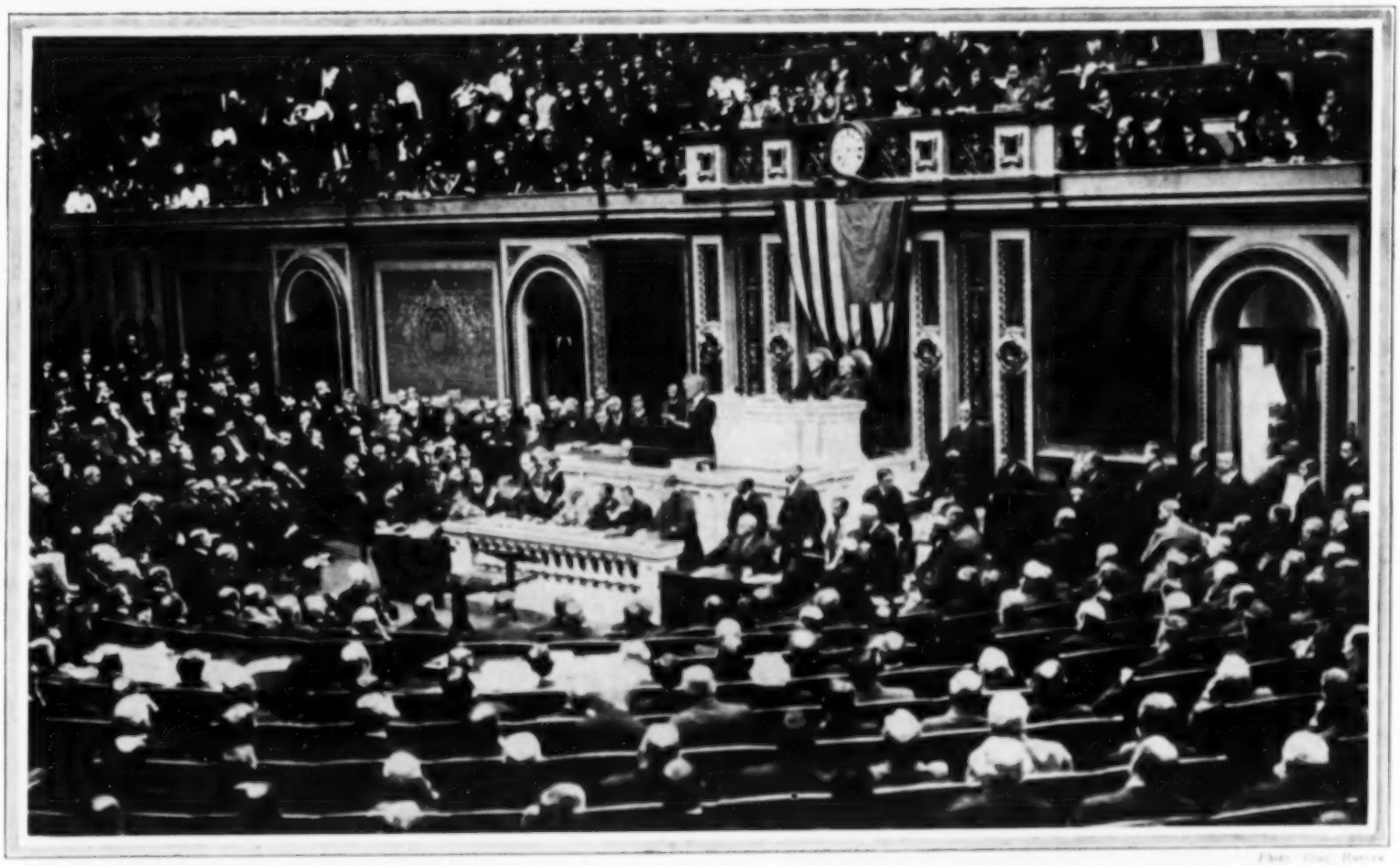

Photo. Underwood.

ASKING AUTHORITY TO EMPLOY THE ARMED FORCES OF THE UNITED STATES AGAINST VICTORIANO HUERTA: PRESIDENT WILSON MAKING HIS STATEMENT REGARDING MEXICO.

The House of Representatives of the United States agreed, by 337 votes to 37, that President Wilson was justified in the employment of the armed forces of the United States to enforce commands upon Victoriano Huerta. Criticism was raised in the Senate to the "individualising" of Huerta, and amendments were made and approved. President Wilson was emphatic in declaring that the move did not mean war against Mexico. He delivered his Message amid intense excitement. "The President," wrote the "Times," "standing upright and pale upon the tribune, seemed the calmest person present."

Photo. Record Press.

ON THE WAY TO MAKE HIS "INCOME TAX" BUDGET STATEMENT: MR. LLOYD GEORGE WALKING TO THE HOUSE.

Mr. Lloyd George made his twice-postponed Budget statement in the House of Commons on May 4. The total expenditure for 1914-15 he put at the highest figure yet known, £191,413,000.

Photo. C. and G.

THE KING AT LEYS SCHOOL: BOYS CHEERING HIS MAJESTY AFTER HE HAD ASKED FOR AN EXTRA WEEK'S HOLIDAY FOR THEM.

The King visited the famous Leys School, at Cambridge, on Thursday, April 30, in order to inaugurate the new King George V. gateway and to place in position, by means of electricity, the top stone of the new Library Building. His Majesty also presented the Blue Ribbon of the School to the Head Prefect; and saw a display in the Gymnasium, a ninety-yards race in the swimming-bath, the cup for which he presented to the winner, and practical chemistry in the Kidvic Science Building. As he left, he asked the head-master to give an extra week's holiday in honour of the visit.

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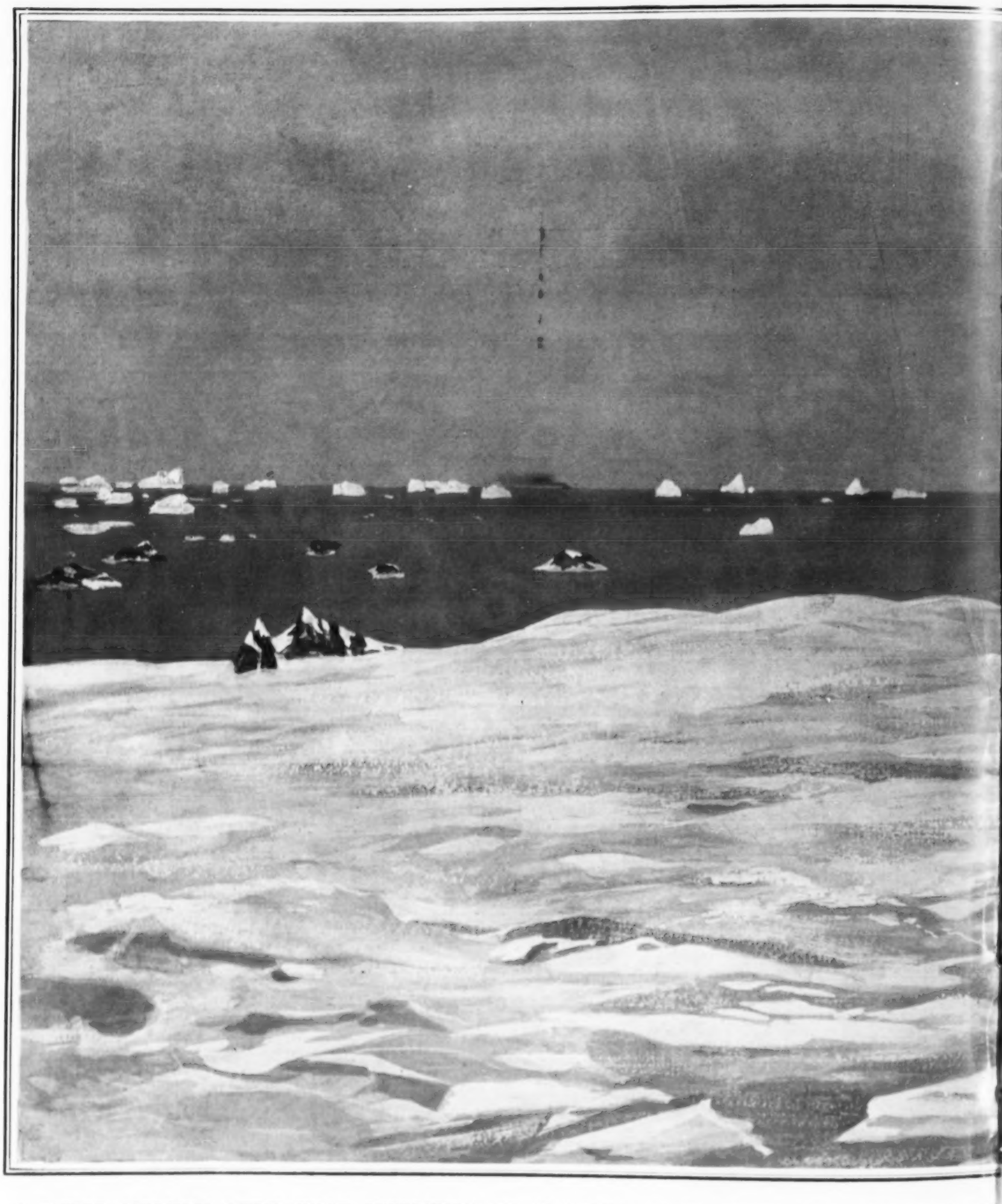
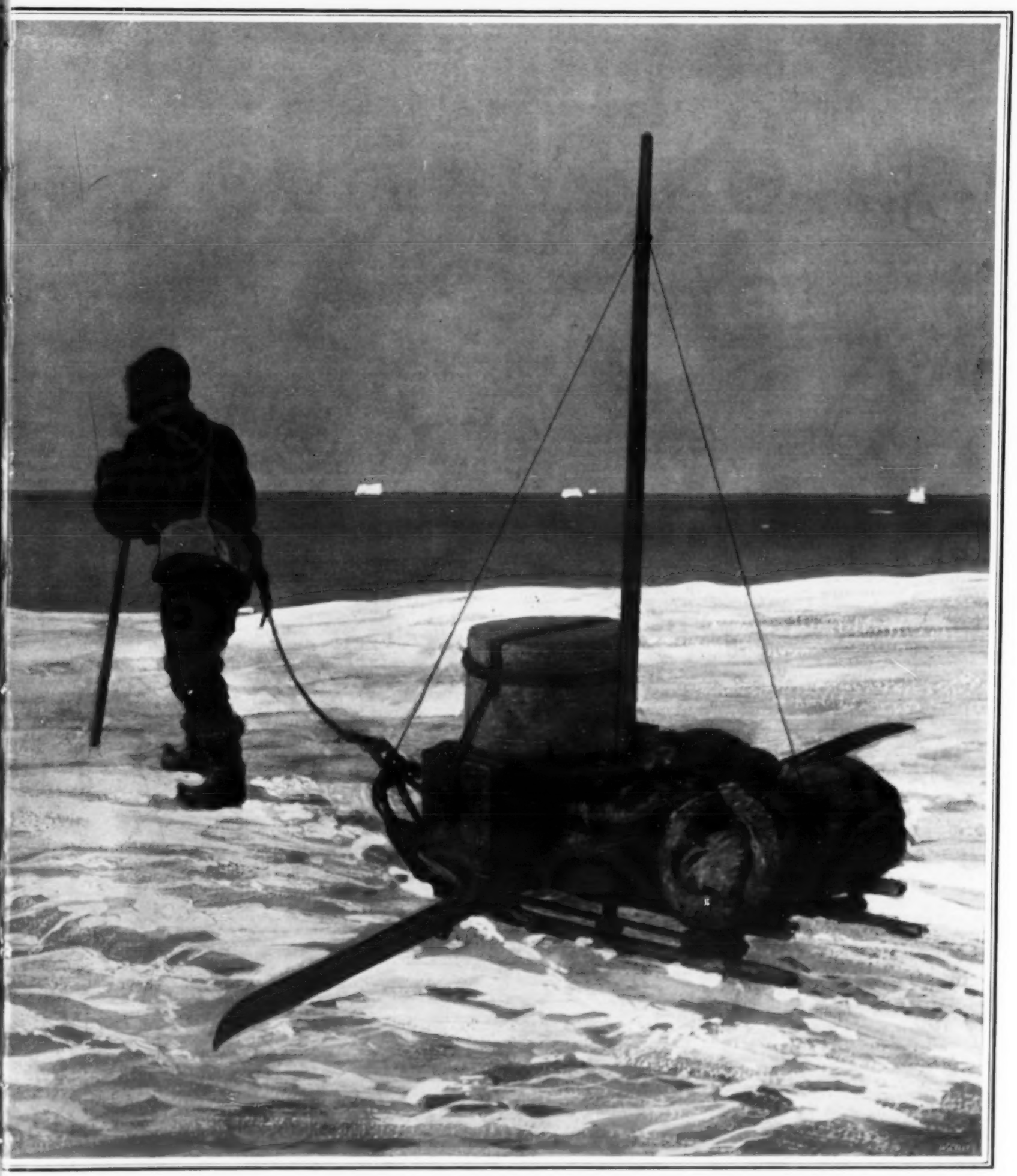


A BITTER MOMENT AFTER THAT EXPEDITION TO UNKNOWN LAND WHICH COST THE LIVES OF ALONE TO HIS BASE, SEES THE "AURORA" ON THE HORIZON AS

As we note under our front-page picture, one of the two sledges which Dr. Douglas Mawson, Lieutenant Ninnis, and Dr. Mertz had with them on their tragic journey to explore unknown land was lost, in a crevasse, with Lieutenant Ninnis and its team, on December 14, 1912. The explorers' main food supply was on this, and the team drawing it included the best-conditioned dogs. Dr. Mawson's sledge carried very little food, being chiefly filled with scientific instruments. After the death of Lieutenant Ninnis, the two others turned back, hoping to reach their base, over 300 miles away, with a supply of only a little more than a week's rations of food for man and no food for the dogs. They marched ten or twelve miles a day. Exhaustion killed the dogs quickly, though they were borne on the sledge and the explorers took their places. They provided dog-soup, and each man had also a tiny scrap of pemmican or half a biscuit, daily. When the New Year had begun, Mertz began to weaken. Mawson put him on the sledge, but he complained that he would freeze if he did not walk. So he struggled on until he became so ill that it was decided to camp for some days. On January 7, 1913, Mertz became delirious, then unconscious, and at night he died. For three days, Dr. Mawson

HIS SHIP: MAWSON AT THE END OF A TRAGIC JOURNEY.

BY DR. DOUGLAS MAWSON.



LIEUTENANT NINNIS AND DR. MERTZ: DR. DOUGLAS MAWSON, STRUGGLING PAINFULLY BACK SHE STEAMS AWAY, AND REALISES HE HAS "MISSED" HER.

could not start again; for the blizzard was blowing, and while he was waiting the skin of the soles of his feet came off as a result of his walking on ice in fur boots. Much of the skin of his body, his hair, and his nails he had lost earlier. Binding up his feet, he went painfully forward, crossing a glacial valley, climbing 3000 feet on to a plateau beyond, pulling half of his sledge with him; stumbling along, falling into crevasses to his elbows, and once dropping right through, saved only by the fact that he was attached to the sledge by the rope harness. This incident almost meant the end. At last, on January 29, the explorer found a black cloth, sign of a food-depôt left by a relief-party. Strengthened, he gained another depôt five miles from the hut at the base and 1500 feet above it. There he had to stay a week, suffering. When he went down the slope towards the hut, he saw the "Aurora" steaming away. Later, the hut came into view. Those at the base had given up the three explorers as lost and had decided to go, leaving seven volunteers behind. Dr. Mawson sent a wireless message recalling the ship, but the sea was then too high for her to take the party off, and they had to settle down in the Antarctic for another year.

By G. K. CHESTERTON.

THE difficulty which a great many English newspaper critics seem to find in analysing correctly the result of the General Election in France is rather interesting. I do not mean that the results of that trial of political strength are not in some ways subtle or confused. But the particular English difficulty about them arises rather from the diverse use of political terms. People talk of the tragedy of Babel, and how unfortunate it is that the tribes of men use different words; but I think it is far worse when they happen to use the same word and mean different things by it.

It is a character in all languages, but especially in the French language, which has had so many eccentric adventures and sometimes temporary triumphs that it leaves embedded in other languages phrases that are clearly French, but which are not much used in France. Frenchmen, for instance, do not call the great clean wine of Bordeaux by the name of "claret"; yet, by the look of it, it must surely be derived from a French word; possibly one crystallised by the Scots. Frenchmen, again, do not cry "encore," still less "ongkor," when requiring the first repetition of a song or dance. Even French things endure more equably or change more subtly in England than they do in the more impatient, and in some ways more practical, atmosphere of France. Thus, so long after the fall of feudalism in the French Revolution, the Norman cry of "haro!" can still be heard in the Channel Islands because they belong to England. There is something of the same cross purposes about the word Parliament. It is plainly a French word; though it plainly does not mean (as some learned owl said it did) something about "speaking one's mind." On that principle, of course, "firmament" might mean making up your mind; or "impediment" might mean putting your foot in your mind—a rather extreme application of the proverb about putting your foot in it. But though the phrase came from France, the French do not even now attach the same sentiments and traditions to it as we do.

The original "Parlement" was, if I remember right, merely an assembly of lawyers. It may be answered, with some truth, that the modern English House of Commons is merely an assembly of lawyers. But, in historical circumstance, there was a very great deal of difference. The old French Court of Parliament was, in essentials, a court of law. It consisted of judges acting judicially. Now the English House of Commons consists of judges (or would-be judges) acting unjudicially—not to say injudiciously. They train themselves in impartiality by being on every occasion blindly and mechanically partisan. They learn, as the Prayer-Book says, truly and indifferently to administer justice, by coming up from the smoking-room and voting as the Whips tell them on a debate which they have not heard. All this is pleasing and soothing to us; we are used to it; and there is a flavour about it of being governed by gentlemen and men of the world. But the French had no such kindly weakness for their cold and antiquated Parliament of lawyers; and for that reason, among others, it left no magic in the national memories; and you cannot move or melt or impress a modern Parisian with the notion of having a Parliament at all. He knows that many of his despots have been far more democratic than any of his Parliaments; and when he elects Deputies for the Chamber, perhaps the last thing he thinks of is the necessity of preserving the Chamber itself.

Then, again, we are so used to a monstrous and unmeaning Party System that we regard the sincere and natural divisions and alliances of French politics as merely bewildering. We do not see what a much more entangled tomfoolery is the three-legged race that one English Cabinet Minister has to run with another. We should see it plainly enough if it were a matter of local government or every-day business. If a man who approved of having a turnpike with a mild charge between the plains of Lower Tooting and the starry peaks of Upper Tooting, and if, because of this, he was forbidden to discuss the granting to West Hampstead of a Parish Council separate from that of Hampstead, we should wonder in the name of madness what connection there could be between the two questions. Yet they are quite as closely connected as the idea of being a Protectionist about the problem of England and being a Unionist about the problem of Ireland. We should think it very queer if anybody said that no one was to give a slate off the church roof to the Wesleyan chapel unless he also subscribed to the most violent Roman Catholic newspaper in the neighbourhood. But that is not a bit more mysterious than the official bracketting of Welsh Disestablishment and Home Rule. There is no conceivable intellectual reason why the same man should believe in both of them or either of them, or neither of them. Now, the French elections are a very different affair. Their men act, indeed, under a complication of motives, but of positive and personal motives. I mean that on such questions as I have mentioned, a Frenchman might have many divided sympathies, but he would act on the one he thought was dominant. If he wanted Home Rule more than Protection, he would vote for Home Rule against Protection, though he himself were a strong Protectionist. If he wanted Welsh Disestablishment more than Home Rule, he would snatch at Welsh Disestablishment and smash Home Rule, though he might be a strong Home Ruler. And if we look at the French electoral results, our real impression will be that there is nowhere a question of what is the Programme. There is only a question of what is the Point; and it differs with every person.

Thus, a man like Clémenceau or even Briand says, as Henri Rochefort would have said, "I hate the priests as much as you do, but I hate the Prussians more. And I would rather France were saved again by Joan of Arc and the Holy Oil of Rheims (which I regard as rubbish) than lost again by scientific negations with which I entirely agree." On the other hand, we have the phenomenon of what is called an increase in the Socialist vote, or generally the advance of French Socialism. I do not believe that there has been the smallest advance of French Socialism. What there has been has been a moderate but unmistakable advance of French Catholicism and a corresponding and natural rally among those who really and sincerely believe that Catholicism is a poison and a pestilence. These movements of reaction and defence are too little allowed for in history. I am no particular admirer of the Glorious Revolution of 1688, in which a distinguished Dutchman conquered England and a distinguished Englishman betrayed her. But we have not dealt quite fairly with those who drove out James II. if we leave out the fact that contemporary Europe was full of the Catholic Revival—the cataract of the Counter-Reformation. Naturally, those who honestly thought Protestantism a great step in progress thought it a frightful peril that English Princes should pull down what had already been put up. So it is with the Continental Socialists. They have no "solidarity of the working classes"; most of them are professors and doctors of the middle classes. They have no solidarity of Socialistic doctrine; the one thing modern Socialists never talk about is Socialism. They have no solidarity in favour of peace. They would probably go to war as peaceably as lambs. But they really have got a solidarity against any return of the religious and mystical standards in morality or metaphysics which have long been the first principles of Europe, and which we have all called Christianity. The very last thing that modern Socialism is, is secular. Its one enthusiasm is really a religious enthusiasm—or, if you will, an enthusiasm against a religion. Just as some atheists prefer patriotism to atheism, these particular atheists prefer atheism to patriotism. And if one host has gathered—it is because the other has.

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RECENTLY CONDEMNED TO DEATH AND AFTERWARDS PARDONED BY THE SULTAN: AZIZ ALI BEY (THIRD FROM LEFT IN FRONT), GENERALLY KNOWN AS EL MASRI (THE EGYPTIAN), BACK IN CAIRO AMONG HIS FRIENDS.

Great interest has been taken in this country in the case of Aziz Ali Bey, an Egyptian officer serving in the Ottoman Army, who was last month condemned to death in Constantinople, and, after the sentence had been commuted to fifteen years' penal servitude, was eventually pardoned by the Sultan and released. He has since returned to Cairo, where he was enthusiastically received by his friends; and he has expressed his great gratitude to all who have championed his cause, especially to the "Times," which has published a large number of articles with the object of securing justice on his behalf. To quote the Constantinople correspondent of that paper: "Aziz Ali is a Colonel in the Turkish service, but is an Arab with a strain of Circassian blood, and is generally known as El Masri, the Egyptian. He gained popularity throughout the Moslem world and won the admiration of Italian officers by his leadership of the spirited Arab resistance to the Italians in Cyrenaica. The first news of his arrest came . . . on February 14. . . . Various versions have been given of the charges against him. . . . But the real cause of his arrest was probably the enmity of certain prominent members of the Committee of Union and Progress."

VISITING THIS COUNTRY IN STATE: THE DANISH RULER AND HIS QUEEN.

PHOTOGRAPHS BY BIERER, JULIE LAUBERG AND GAD, AND KNUDSTRUP.

THE KING OF DENMARK.

THE QUEEN OF DENMARK.

THE KING AND QUEEN OF DENMARK AND THEIR SONS
In their new Country Home, the Gift of the King to his Queen.

GUESTS OF THE KING AND QUEEN: THEIR MAJESTIES THE KING AND QUEEN OF DENMARK, DURING WHOSE STAY HERE THE COURT MOURNING IS TO BE SUSPENDED.

It is arranged that the King and Queen of Denmark, paying an official visit to this country, shall arrive at Port Victoria about noon to-day, Saturday, May 9. It was thought at one time that the lamented death of the Duke of Argyll would cause alterations in the arrangements; but on the evening of the 4th the Court Newsman issued the following notification: "The King commands that the Court mourning for the late Duke of Argyll shall be suspended from the 9th to the 13th inst. inclusive, during the official visit of their Majesties the King and Queen of Denmark." Christian X., King of Denmark, of the Wends and of the Goths, and so on, was born on September 26, 1870, son of King Frederick VIII., and succeeded to the throne on the death of his father, in Hamburg, on May 14, 1912. On April 26, 1898, he married Alexandrina, Duchess of Mecklenburg, who was born on December 24, 1879. Their Majesties have two children: the Crown Prince Frederick, born in 1899, and Prince Canute, in 1900.

Photo. Elliott and Fry.

THE LATE MR. W. E. HARVEY, M.P.,
Member for North-East Derbyshire, and a prominent Labour Leader.

PORTRAITS AND PERSONAL NOTES.

Photo. Elliott and Fry.

THE LATE REV. C. SILVESTER HORNE, M.P.,
The well-known Congregational Minister and Social Reformer.

Photo. Elliott and Fry.

THE RIGHT REV. GEORGE NICKSON, D.D.,
Who has been Appointed Bishop of Bristol.

Photo. Lafayette.

LORD STANMORE,
Who has been Appointed a Lord-in-Waiting to the King.

IN the absence of a direct heir to the late Duke of Argyll, who had no children, the Dukedom passes to his nephew, Mr. Niall Diarmaid Campbell, son of the late Lord Archibald Campbell, the late Duke's brother. The new Duke, who is forty-two, is a bachelor. Hitherto he has not been much in the public eye. He has one sister, Miss Elspeth Angela Campbell. Lord Archibald, their father, died last year.

Photo. Fabian.

MR. NIALL DIARMAID CAMPBELL,
Who has become Duke of Argyll.

Mr. Silvester Horne, the well-known Nonconformist leader, died suddenly on May 2 on board a steamer at Toronto, after a visit with his wife to Niagara Falls. He was one of the few men who have combined the prefix "Reverend" with the suffix "M.P." For ten years he had been minister of Whitefield's Congregational Church in Tottenham Court Road, and since 1910 Liberal M.P. for Ipswich. In 1892 he married Miss Katharine Cozens-Hardy, daughter of Sir Herbert Cozens-Hardy, Master of the Rolls.

Mr. William Edwin Harvey, who died recently at Chesterfield, had represented North-East Derbyshire, as a Labour Member, since 1907. He held moderate views on Labour questions, and was opposed to the extreme Socialist and Syndicalist programme. In early life he worked as a miner, and was one of the founders, in 1881, of the Derbyshire Miners' Association. In 1912 he became Vice-Chairman of the Coal Conciliation Board.

Dr. Douglas Mawson, the Australian Antarctic explorer, whose expedition we illustrate elsewhere, arrived in London on May 3, with his bride, whom he married the day before leaving Melbourne. When he found that through missing his ship, the *Aurora*, he would have to spend another year in the Antarctic, he sent his fiancée a wireless message offering to release her from her engagement, but she replied that she would wait for him. Mrs. Mawson, who was formerly Miss Delprat, was born in London, of a well-known Dutch family. She has since lived in Spain, Holland, and Australia.

Photo. Branger.

A FIFTEEN-YEAR-OLD EXHIBITOR OF SCULPTURE AT THE SALON: MLLE. HUGUETTE VITOZ AND HER PLASTER CAST, "LA FILLETTE ENDORMANT SA POUPÉE."

Belfast has lost within the last few weeks two of her chief citizens who have held the office of Lord Mayor—first, Mr. R. J. McMordie, and, more recently, Sir James Henderson, managing proprietor of the *Belfast News-Letter* and the *Belfast Weekly News*. Sir James became the first Lord Mayor of Greater Belfast in 1868, and, two years later, the first High Sheriff for the County and City of Belfast. In 1900 he was also President of the Institute of Journalists.

Photo. Lafayette, Dublin.

THE LATE SIR JAMES HENDERSON,
Managing Proprietor of the "Belfast News-Letter."

Photo. Elliott and Fry.

THE LATE MR. WALTER WATTS,
Agent-General of the Niger Company.

Next to the chief Government officials, the late Mr. Walter Watts was probably the best-known European in Northern Nigeria, and he was certainly one of the most popular. He entered the service of the Niger Company when he was twenty-three, and had been for some years its Agent-General, or general manager. He died recently at his headquarters at Burutu, a few miles up the river Forcados.

Lord Stanmore, who, on the resignation of Lord Loch, has lately become a Lord-in-Waiting to the King, is the second Baron, and succeeded to the title two years ago on the death of his father. He was formerly a Captain in the 3rd Battalion Gordon Highlanders. In 1900 he contested North Dorsetshire in the Liberal interest. His father, Sir Arthur Hamilton-Gordon, was a son of the fourth Earl of Aberdeen, and, after being successively Governor of Trinidad, Mauritius, Fiji, New Zealand, and Ceylon, was raised to the Peerage in 1893.

Dr. George Nickson, Bishop Suffragan of Jarrow, has been appointed Bishop of Bristol in succession to Dr. Forrest Browne, whose portrait appeared on this page when his resignation was announced recently. Dr. Nickson was to have succeeded Dr. Talbot as Bishop of Southwark when the latter was translated to Winchester, but had to withdraw his acceptance of the South London see owing to a breakdown in health. As President of the Council of Durham Colleges, he has taken an active part in University work in the North.

Artistic Paris has been captivated by the work of a fifteen-year-old sculptress, Mlle. Huguette Vitoz, whose plaster cast of a little girl putting her doll to sleep is exhibited at the Salon. As our photograph shows, there is a charming naturalness about the figure of the child. In view of the artist's youth, she should have a great future.

Little Willy Ferrero, the wonderful seven-year-old Italian boy whose gifts as a conductor have astonished musical London, was the other day received, with his parents, by Queen Alexandra at Marlborough House. In St. Petersburg, where he conducted the Imperial Orchestra, he had been presented to her Majesty's sister, the Dowager Empress Marie of Russia. At Marlborough House he wore on his breast a gold medal given him by the Tsar, and round his neck a small gold watch set with diamonds, also a present from the Emperor.

Farrington Photo. Co.

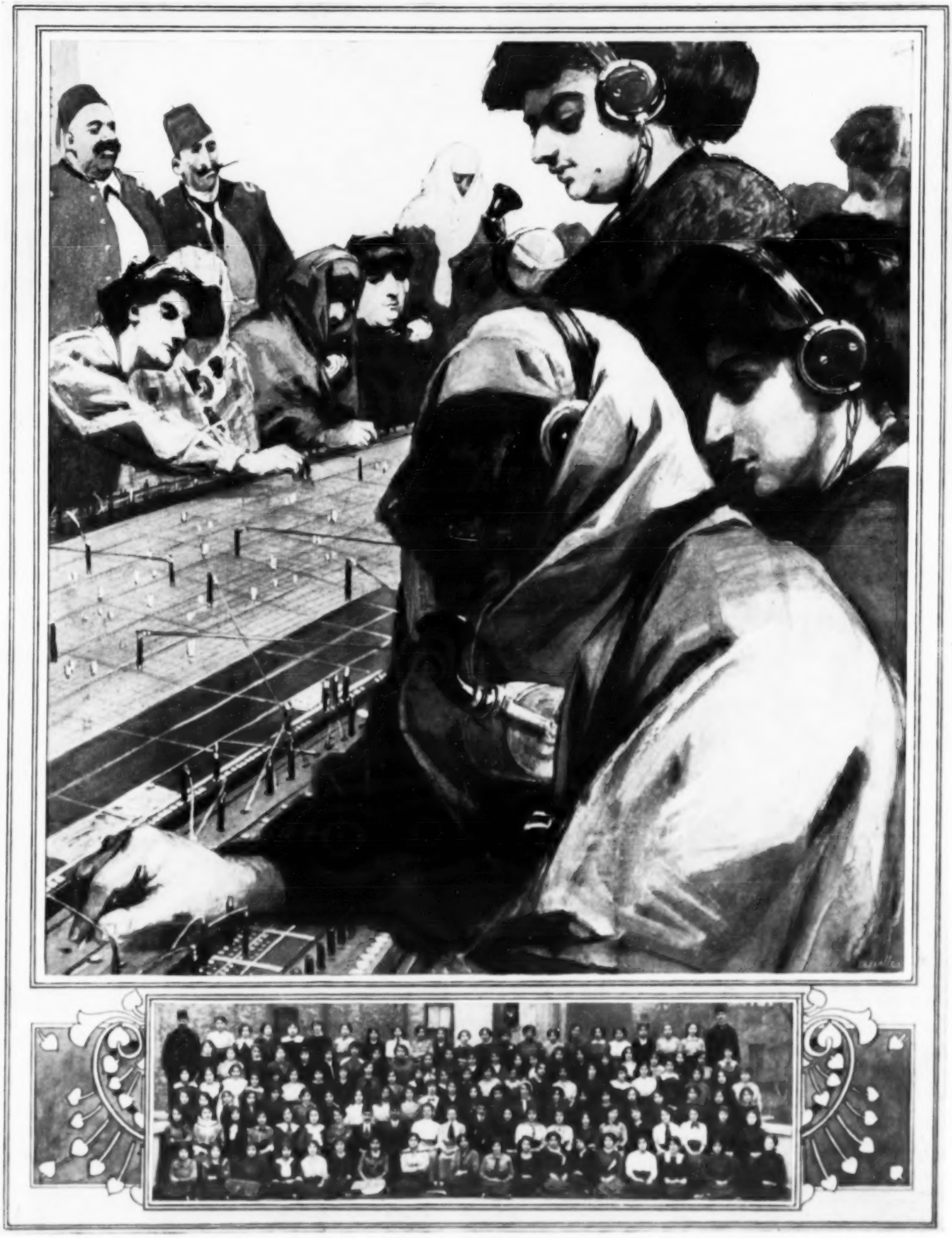
SAFE IN LONDON WITH HIS BRIDE, AFTER PERILS IN THE ANTARCTIC: DR. DOUGLAS MAWSON AND MRS. MAWSON ON THEIR ARRIVAL AT VICTORIA.

Farrington Photo. Co.

ON HIS VISIT TO QUEEN ALEXANDRA: LITTLE WILLY FERRERO, THE WONDERFUL CHILD CONDUCTOR, BESIDE A SENTRY AT MARLBOROUGH HOUSE.

EAST MEETING WEST: THE TELEPHONE IN TURKEY.

DRAWING BY FRITZ KOCH-GOTHA. PHOTOGRAPH BY SEBAH AND JOAILLIER.



WITH VEILED, AS WELL AS UNVEILED, OPERATORS: IN AN EXCHANGE IN CONSTANTINOPLE.

The telephone system of this country, concerning which Mr. Hobhouse had so much to say in the House of Commons not long ago, is of such enormous importance and of such widespread interest that this drawing should attract special attention, as showing that even very eastern Turkey is coming into line with the West in the matter of rapid communication. During the recent troublous times in Turkey, a band of British telephone-engineers were hard at work there, and the result is a thoroughly up-to-date telephone system which was lately brought into use. Three large exchanges have been opened—one at Pera, one at Stamboul, and one at Kadikeuy—and eleven smaller exchanges, dotted about Constantinople, are now being set up. There are already 4000 subscribers. The chief operators, the supervisors, were taught in the London Operating School of the Post-Office and in London exchanges. The operators are Armenians, Greeks, Jewesses, Turkish women, and British women. The Turkish telephone-girls work veiled; and, in many cases, wear that all-enveloping cloak of tradition, the turbarthaff. The photograph below the drawing is of the Constantinople Telephone Company's operating staff; with Miss F. J. Minter, in charge of the Traffic Department, in the centre.

Art, Music & the Drama.

AN OBSOLETE MUSICAL INSTRUMENT: THE ARCHLUTE OR THEORBO (17th Century)

A BENEDICTINE MONK, WHO DID MUCH TO REFORM & SYSTEMATISE MUSIC: GUIDO D'AREZZO EXPLAINING THE NAMES HE GAVE TO THE NOTES OF THE SCALE. 11th CENTURY

OBSOLETE: THE REGAL, A PORTABLE ORGAN WHICH MIGHT BE CARRIED IN PROCESSIONS

MUSIC.

MUSIC in London last week was quite beyond the limits of one man's appreciation. Not only was Covent Garden extremely busy with revivals, but the concert-halls were in great demand. One concert was hardly over before the hall had to be prepared for the next. As far as established reputations are concerned, this does not greatly matter; there is always an audience for old favourites. Newcomers, on the other hand, are severely handicapped; for, with so ample an area of choice, the amateur hesitates to risk an afternoon or an evening with the new singer or player when he can look for certain satisfaction from the old.

At Bechstein's Dr. George Henschel brought to a close the long career as a singer that dates, as far as England is concerned, from the late 'seventies. His interesting personality may not be lost to London; there will, perhaps, be a place where his gifts as a conductor will find scope. He has played a great part in forming some aspects of British musical taste; what, for example, would have become of Brahms in this country but for Henschel and Joachim? It is interesting to note that at his last recital he introduced one of the songs he sang when he made his début in England.

"AFTER THE GIRL," AT THE GAIETY: MR. WILL EVANS AS BILL DABSLEY.

Photo. by Foulsham and Banfield, Ltd.

Limits of space forbid more than briefest mention of last week's opera, but the performances of "Die Meistersinger" and "Lohengrin" under Nikisch cannot be overlooked. The great conductor has not directed the first-named opera in England before, and if he was inclined to soften the more virile aspects of the music—a tendency shared by some of the chief singers—no more poetic rendering of the score has been heard at Covent Garden. Herr Fender's stately presence and superb voice made the part of Hans Sachs more than ever significant; and in Johannes Sembach we heard the finest Walther that Covent Garden has known in the twentieth century, and for some years previous to its arrival. Other singers of last week's performance were very good, but these two overshadowed them. In "Lohengrin," the great success of the revival fell to Miss Maude Fay, who, if we are not mistaken, is an American singer. She has been heard at Covent Garden this season already, and her Sieglinde was a very charming impersonation; but it was left for the very familiar rôle of Elsa to display to greatest advantage the natural beauty of her singing, her gifts as an actress, and the consummate ease with which she can control and direct her voice. A newcomer, Mme. Matzenauer, was hardly less successful as Ortruda; indeed, there was considerable discussion in the house as to which was the more effective singer, though all were agreed that it was a genuine pleasure to listen to both. Mme. Matzenauer is full of dramatic fire, and her voice is both big and true. As a rule, "Lohengrin" is received with appreciation rather than with enthusiasm, but Friday's performance sent many a thrill through the audience, and Nikisch contrived, without allowing any orchestral points to be sacrificed, to bear all the singers' legitimate claims well in mind. Herren Cornelius, Kiess, and Knüpfer as Lohengrin, Telramund, and Henry the Fowler, were at their best. Indeed, the performances of "Die Meistersinger" and "Lohengrin" must rank among the finest that Covent Garden has given us for many years. The revival of the passing week is "La Tosca," which will bring Mme. Edvina and M. Marcoux back to the stage, and Signor Polacco to the conductor's desk.

"MAM'SELLE TRALALA," AT THE LYRIC: MISS YVONNE ARNAUD AS NOISETTE, KNOWN AS "TRALALA," AND MR. JAMES BLAKELEY AS BRUNO RICHARD.

The Misses May and Beatrice Harrison gave a delightful recital at Bechstein's last week, and did fullest justice to themselves and to their appreciative audience. Each is a master of her instrument, and each has a profound understanding of the best music. Given these conditions and an accompanist as skilled and sympathetic as Mr. Hamilton Harty, and complete enjoyment is the reward of the music-lover. Miss May Harrison was, perhaps, at her best in the "Romance" by Rachmaninoff, and Miss Beatrice Harrison in the sonata for 'cello and piano by Valentini. In each case the phrasing was exquisite, and the tone-gradations were infinitely delicate. It was possible to enjoy thoroughly every item on the programme.

The latest prodigy, Willy Ferrero, who conducts by ear and by memory, has been so extensively and completely "boomed"—the word is used here with an apology to Lord Halsbury—that there is no need to say more than that the boy is not to be accounted for by anything within the scope of our knowledge. He will direct a series of concerts at the Albert Hall for the benefit of charity, and those who see him will be pardoned if they recall Goldsmith's familiar lines: "And still the wonder grew, That one small head could carry all he knew."

"AFTER THE GIRL," AT THE GAIETY: MISS EMMY WEHLEN AS DORIS.

Photo. by Foulsham and Banfield, Ltd.

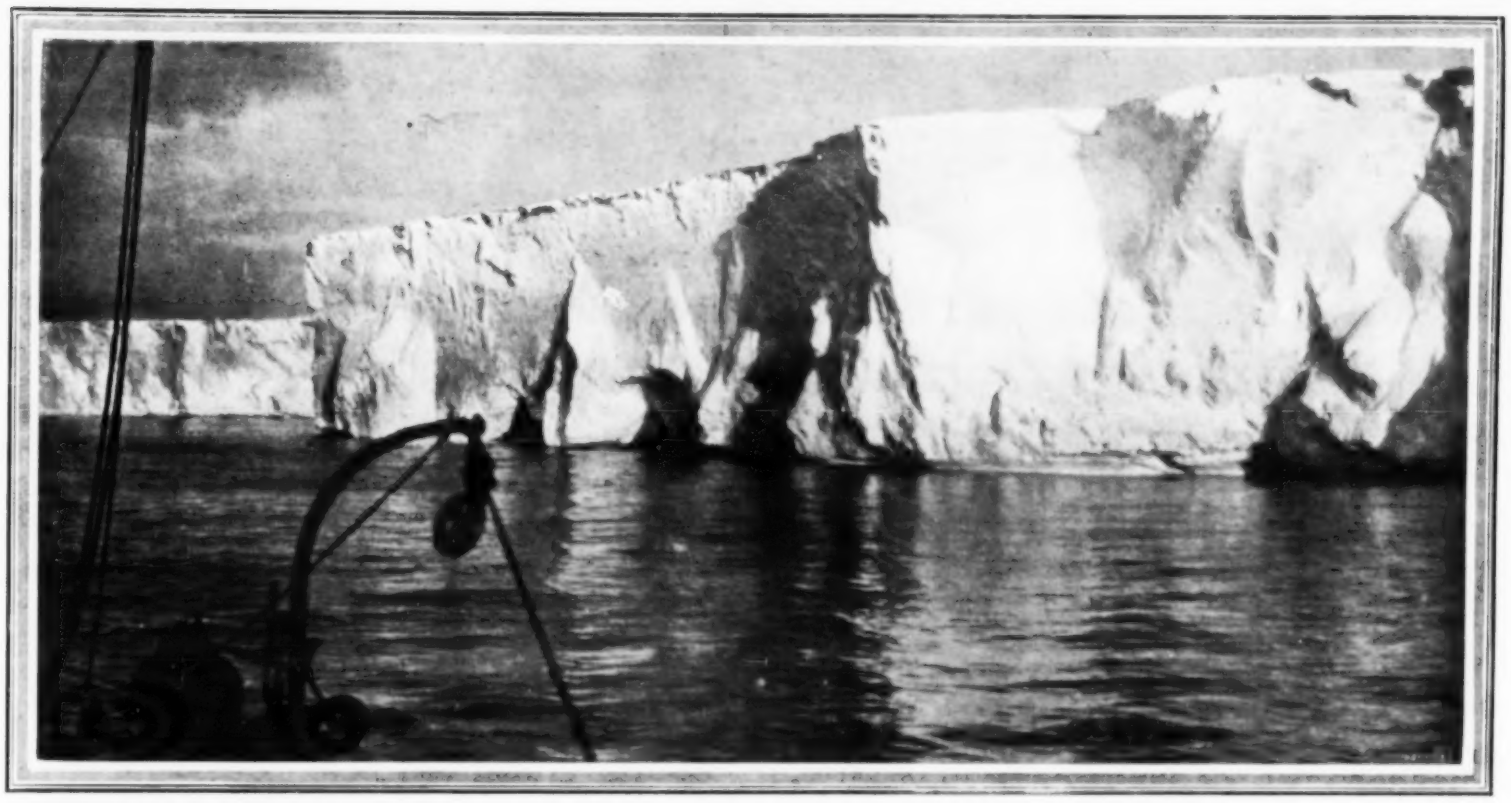
It would probably surprise many people to learn that there are something like 200,000 pupils in elementary schools in London and the Home Counties who are learning to play the violin. The fact is due to the work of the National Union of School Orchestras, and evidence of its value was afforded at the Steinway Hall on May 2, when a concert and demonstration was given by boys and girls who hold the Union's scholarships, under the direction of their instructor, Mr. Paul Stoeving, of the Guildhall School of Music. The efforts of the young performers were much appreciated by a crowded audience. Ratepayers inclined to grumble at the cost of education will be relieved to know that the scheme does not receive State aid. The children find their own instruments, and the funds for the six free scholarships are practically provided out of the proceeds of the big concerts given by the young violinists at the Crystal Palace. The next is to take place on June 20. The aim of the Union is not so much to discover violin "prodigies" as to inculcate a love of music; and in that it has been singularly successful.

"MAM'SELLE TRALALA," AT THE LYRIC: A SCENE IN THE LITTLE MOUSE RESTAURANT.

From left to right are seen Miss Gwladys Garnor as Claire, Miss Aimée Angeade as Mme. Richard, Mr. Ernest Hendrie as Aristide Volnay, Mr. Tom A. Dyle as Max, and Mr. James Blakeley as Bruno Richard.

THE MAWSON EXPEDITION: THE MERTZ GLACIER AND THE "AURORA."

REPRODUCED BY COURTESY OF MR. WILLIAM HEINEMANN.



NAMED AFTER ONE OF THE TWO COMPANIONS DR. DOUGLAS MAWSON LOST DURING HIS GREAT ADVENTURE IN THE ANTARCTIC: MERTZ GLACIER THE BARRIER FACE.

DR. DOUGLAS MAWSON'S SHIP, HIS GOAL DURING THE RETURN FROM THAT TERRIBLE JOURNEY ON WHICH LIEUTENANT NINNIS AND DR. MERTZ DIED: THE "AURORA," WHICH THE EXPLORER "MISSED," MAKING HER WAY THROUGH THE PACK-ICE.

In an account of his work in the Antarctic, Dr. Douglas Mawson told the other day of his adventures and, especially, of that journey from the base, to explore unknown land, on which he was accompanied by Lieutenant Ninnis, of the Royal Fusiliers, and Dr. Xavier Mertz, Swiss scientist and champion ski-runner. It was while on this particular enterprise that Lieutenant Ninnis disappeared in a crevasse and was lost; and that Dr. Mertz, growing weaker and weaker, died. So it came that Dr. Mawson had to struggle on alone, with the skin off the soles of his feet and much of the rest of his body. He was labouring on when he came across that glacial valley which he named after Mertz. Truly, the fact that he ever reached his base is another proof of how much a courageous man can endure. And, on attaining that base, he found that the "Aurora" had gone, giving him up for lost, but leaving behind seven volunteers. With them he had to spend another winter in the Antarctic.

MORRIS BEGS HELEN MAC GREGOR FOR HIS LIFE. "Rob Roy"

LITERATURE

COUNT ROBERT SITS ON THE EMPEROR'S THRONE. "Quentin Durward"

Emperor of Elba.

If there be one subject more than another which commands our perennial interest, it is the character and career of the greatest figure in history since Julius Cæsar. Of all the thousands of battles we have fought, what is the one which we are never tired of reading about? Waterloo, of course; and though next year it will be just a century old, we welcome every new contribution to the already enormous mass of literature therewith connected, as if it were the discovery of some fresh facts in the life of Shakespeare. The prelude to Waterloo was Bonaparte's sojourn as a sort of sovereign exile on the Italian island of Elba, with its area of eighty-five square miles; and the story of this episode in the career of the Satanic Corsican has just been presented to us in a handsome and profusely illustrated volume, "Napoleon in Exile: Elba" (Stanley Paul and Co.), from the erudite and accomplished pen of Mr. Norwood Young, whose learned labours are supplemented by a chapter on the "iconography" of the island and other sidelights connected with the subject from the equally expert hand of Mr. A. M. Broadley, so well known as a Napoleon connoisseur and collector. The special charm of this most interesting volume (bound in green—the colour of "Boney's" favourite uniform) is that, apart from its compressing and co-ordinating into a complete whole all that has hitherto been known of the Elba interlude, it also contains much absolutely new material, including letters signed or initialled by Napoleon, as collected by the late Earl of Crawford. The result is a most fascinating amalgam—far more engrossing than any romance of Dumas. Much sidelight is contributed by Colonel Neil Campbell, a son of the Laird of Duntroon—a cadet branch of the ducal family of Argyll—who fought all through the Peninsula, and was the English Commissioner—each of the treaty Powers was represented by one—appointed to accompany Napoleon to his island home, of which he was to be the Sovereign as absolute as Sancho Panza had been in the corresponding islet of Barataria. To that island the fallen Emperor—under conditions very favourable to himself, considering the mischief he had worked throughout all Europe—was conveyed in the British frigate *Undaunted* (Captain Usher); and one of the officers, Lieutenant Hastings, gives us a very vivid glimpse—now for the first time made public—of the personality of the tremendous Corsican. "How tall was he?" "His height is five feet five inches, inclining to fatness, which makes him appear inactive and unwieldy. His eyes are grey; extremely penetrating; the expression of his countenance is by no means agreeable, and his manners are far from dignified or graceful." Among other favourable conditions granted him by the Treaty of Fontainebleau, under which he abdicated from the throne of France after the entrance of the Allies into Paris in 1814, Napoleon had been guaranteed an annuity of two million francs as a charge on the revenues of Royalist France; and it was the irregularity of Louis XVIII. in the payment of this income which Napoleon pleaded in justification of the breach of his own particular share of the compact, and of his breaking gaol, so to speak. Then came the wonderful "Hundred Days," ending with his final consignment to another island—St. Helena, which is to form a sequel to the present volume in the shape of two more to be published about this time next year. "No man in modern times," truly says Mr. Young, "has acquired a reputation for transcendent unconquerability like that of Napoleon. A grenadier, on hearing the report of his death at St. Helena in 1821, expostulated: 'Dead? He? It is evident that you do not know him.'"

IN THE COUNTRY HOUSE OF "THE EMPEROR OF ELBA": NAPOLEON'S STUDY IN THE VILLA SAN MARTINO AS IT IS TO-DAY.

In June 1814 Napoleon, during his exile at Elba, bought an estate at San Martino, three miles from Portoferraio, and converted a storehouse into a small villa. The study was 14 ft. by 11 ft. The estate now belongs to Prince Camillo Rospoli.—[*From "Napoleon in Exile: Elba."*]

FROM A SKETCH TAKEN BY AN OFFICER ON THE SPOT: NAPOLEON AT ELBA.

From Mr. A. M. Broadley's Collection—Reproduced in "Napoleon in Exile: Elba."

NAPOLEON IN EXILE: ELBA.

BY NORWOOD YOUNG.

With a Chapter on the Iconography by A. M. Broadley, with 51 Illustrations from Mr. Broadley's Collection.

Illustrations Reproduced by Courtesy of the Publishers, Messrs. Stanley Paul and Co.

USED BY NAPOLEON WHEN HIS WHOLE ARMY CONSISTED OF 1200 MEN: HIS ELBAN STANDARD.

FROM AN ENGLISH ENGRAVING OF ABOUT 1814.

Napoleon had at Elba a military force of some 1200 men, including the Guard, gunners, sailors, Poles, Corsicans, and gendarmes.

From "Napoleon in Exile: Elba."

NAPOLEON'S PRINCIPAL RESIDENCE IN ELBA: THE MULINI PALACE, PORTOFERRAIO, AS IT IS TO-DAY.

"Napoleon selected a house situated on the summit above the town, close to Fort Stella. . . . He removed the windmills which had given the house its name. . . . On the 21st May 1814 Napoleon installed himself in the Mulini Palace. . . . The etiquette of the Imperial Court was established."

From "Napoleon in Exile: Elba."

THE MAWSON ANTARCTIC EXPEDITION: ANIMAL LIFE PHOTOGRAPHED.

REPRODUCED BY COURTESY OF MR. WILLIAM HEINEMANN.

THE GREAT ENEMY OF THE ANTARCTIC PENGUIN: A SKUA GULL PHOTOGRAPHED BY THE MAWSON EXPEDITION.

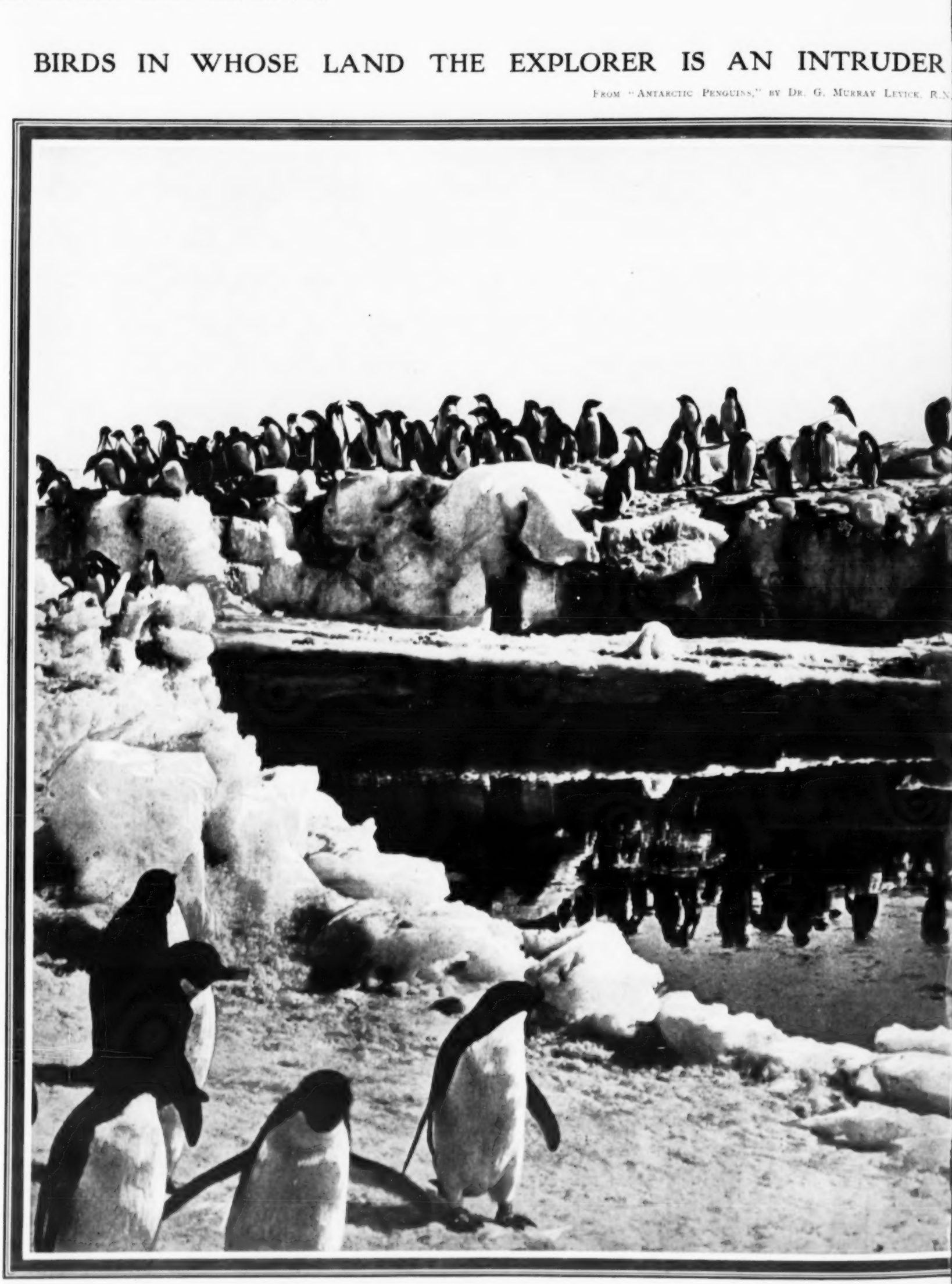
PHOTOGRAPHED, ON THE DESOLATE MACQUARIE ISLAND, BY THE MAWSON EXPEDITION: A ROYAL PENGUIN.

SHOWING THE "TRUNK": THE HEAD OF A BULL SEA-ELEPHANT.

Our readers will no doubt recall that at one time there was fear that the Australasian Antarctic Expedition under Dr. Douglas Mawson had met with the gravest of all misfortunes. As it happens, tragedy did enter largely into the adventure; for Lieutenant Ninnis and Dr. Mertz lost their lives, and Dr. Mawson himself suffered terrible privations. Beyond that, all was well; and Dr. Mawson is back in civilisation again with the knowledge of much good work done. A feature of the enterprise was the establishment of a wireless system, by the erection of a station on the desolate island of Macquarie, which linked the Antarctic with Melbourne. Amongst the results obtained must be mentioned important oceanographic investigations between Australia and Antarctica and along the Antarctic Continental shelf; the discovery of new lands and islands; the setting-up of two Antarctic wintering stations on lands never before sighted and 1000 miles apart; journeys over sea ice and the Continental Plateau in regions over which sledges had never been before; and the mapping-out and investigation of Macquarie Island, from which weather communications were sent daily by wireless to Australia for use in the preparation of forecasts. Dr. Mawson named two newly-discovered land-masses King George V. Land and Queen Mary Land.

BIRDS IN WHOSE LAND THE EXPLORER IS AN INTRUDER: THE

From "Antarctic Penguins," by Dr. G. Murray Levick, R.N. By Cou



ABLE TO FLY WHEN THE SEAL RAN ABOUT ON FOUR LEGS LIKE A DOG: ADÉLI

In his extraordinarily fascinating book, "Antarctic Penguins: a Study of Their Social Habits," Dr. G. Murray Levick, Zoologist to the Scott Expedition, has much that is exceedingly interesting to say, more especially about the Adélie, which, seen for the first time, seems "a very smart little man in an evening-dress suit, so absolutely immaculate is he, with his shimmering white front and black back and shoulders." To begin with, he notes: "The penguins of the Antarctic regions very rightly have been termed the true inhabitants of that country. The species is of great antiquity, fossil remains of their ancestors having been found, which showed that they flourished as far back as the Eocene period. To a degree far in advance of any other bird, the penguin has adapted itself to the sea as a means of livelihood, so that it rivals the very fishes. This

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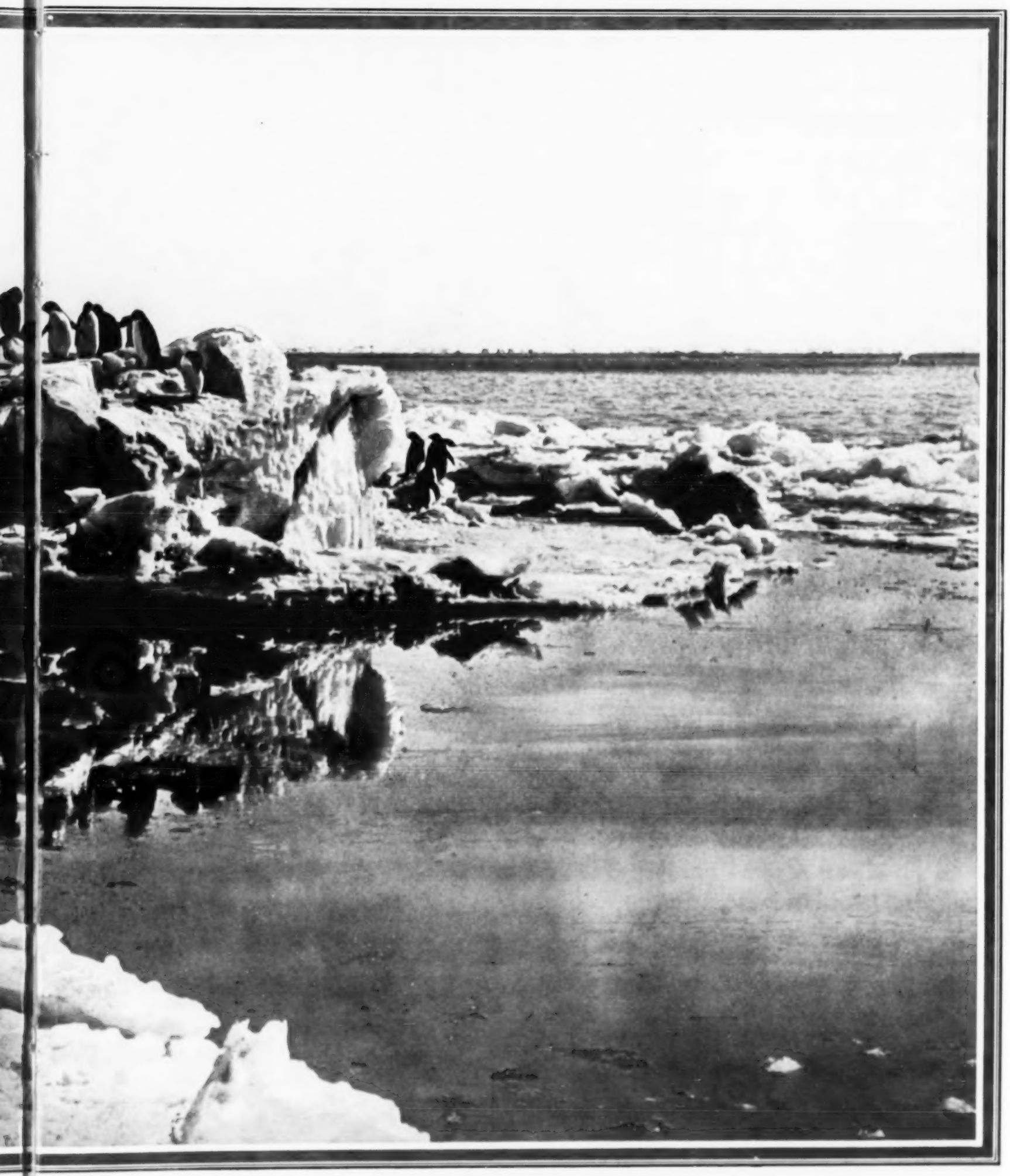
THE TRUE INHABITANTS OF THE ANTARCTIC REGIONS.

BY COURTESY OF THE PUBLISHER, MR. WILLIAM HEINEMANN.



ADÉLIE PENGUINS—SMART LITTLE MEN IN EVENING-DRESS—ON THE ICE FOOT.

proficiency in the water has been gained at the expense of its power of flight, but this is a matter of small moment, as it happens . . . . Here . . . there are none of the bears and foxes which inhabit the North Polar regions, and once ashore the penguin is safe. The reason for this state of things is that there is no food of any description to be had inland. Ages back, a different state of things existed: tropical forests abounded, and, at one time, the seals ran about on shore like dogs. As conditions changed, these latter had to take to the sea for food, with the result that their four legs, in course of time, gave place to wide paddles or "flippers," as the penguins' wings have done, so that at length they became true inhabitants of the sea."

SCIENCE AND NATURAL HISTORY

IN QUEST OF THE BOOK OF SACRED SCIENCE.

SEEKING THE GOLDEN FLEECE, WHICH SUDAS BELIEVED TO BE A ROLL OF PAPYRUS ON WHICH WAS WRITTEN THE SECRET OF GOLD-MAKING: THE ARGONAUTS.

SCIENCE JOTTINGS.

SURGERY AMONG BIRDS.

SPORTSMEN are verily among the most guileless of men. Hence it is that even in this year of grace 1914 there are to be found among them not a few who still believe, as our forefathers believed, that birds which have the misfortune to break a leg will forthwith proceed to set the damaged limb with a skill that would not disgrace an accomplished surgeon. The latest story of this kind comes from Vienna. A snipe, we are gravely told, was shot in the autumn of 1913 in Transylvania; and when picked up it was found that one of its legs had been broken above the ankle, and set by means of bandages made of feathers. These had been held in place by "some sort of adhesive mixture, so artistically and effectively applied that the efforts to remove it and reach the injured spot failed . . . so that the interesting specimen could be preserved in its original condition."

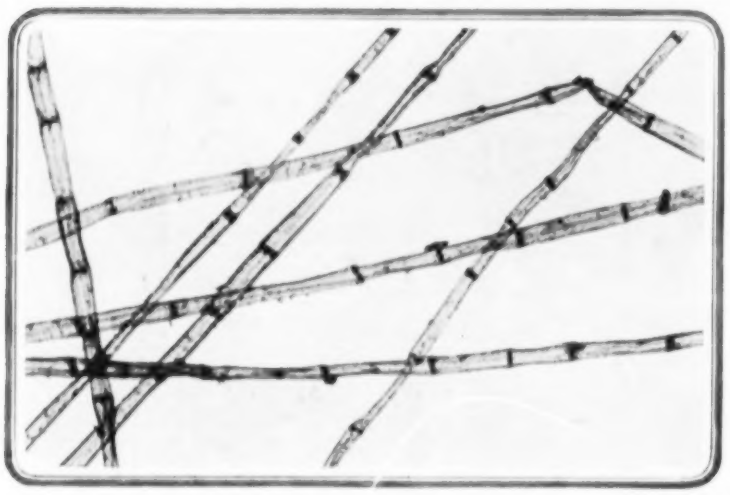
The editor of an English sporting paper proceeds to enlarge on this wonderful story, adding in all seriousness what he evidently regards as corroborative evidence. He quotes the case of another snipe killed at Wei-hai-wei on May 11, 1913, which at the time of its death, by punctures from a shot-gun, was suffering from a broken leg. The foot, we are told, "though somewhat withered and dark skinned, was in perfect working order" which sounds a little contradictory. "Further examination disclosed a lump at the seat of the fracture, which proved to consist of some dark feathers and very delicate grass fibres, which, with an admixture of muddy matter, had formed a splendid substitute for a splint. Both the feathers and the fibres had been so recently and so securely wound on the injured leg that it was as neatly fixed as could have been done by human agency; and two of us who examined the bird are convinced from this fact that the splint must have been intentional and not accidental." A further case is then cited of a woodcock shot by M. Victor Fatio, a Swiss naturalist. This bird was found to have an old wound on its breast which had been covered by a large plaster, composed of small downy feathers and fixed firmly on to the wound by the dry blood. On another occasion he found another woodcock with another similar plaster applied to a wound on its back. To these cases one could add at least a score others all equally seriously vouched for, incredible though this may seem. There is surely no need to attempt to demolish stories so quaintly grotesque. The presence of a mass of feathers matted together by blood and earth is an obvious consequence of such injuries. Why is it that nearly all such recorded cases are of snipe and woodcock?

Where lapwings breed where sheep are grazed, it often happens that their feet become tightly encircled by bands of wool; these eventually cut off the circulation, and cause gangrene and the sloughing of the foot. How is it that these birds do not pick off the wool as it accumulates, and so save an otherwise uninjured foot? Young terns, where they are reared amid thistles, often have their feet pierced by thorns; grains of sand finding their way into the wound cause suppuration, and the loss of the foot. We shall no doubt, some day hear of some avian Androcles making a point of extracting these thorns and applying some healing balsam to the wound.

The way in which feathers, and other foreign matter, will adhere to, and accumulate around, the seat of injuries to the feet of birds is well known. The most famous case is that quoted years ago by Darwin. This was that of a red-legged partridge which was found to have a ball of earth, measuring 7¾ inches in circumference and weighing 6¾ ounces, around one of its feet. After softening the earth, he removed therefrom a number of seeds, and sowed them. No fewer than eighty-two plants came up, representing at least five species, and this notwithstanding the fact that the ball of earth from which they had been taken was three years old. This experiment demonstrated not only the vitality of the seeds, but one of the many ways in which birds may disperse seeds.

Incidentally, in the course of this agricultural work, they not seldom endanger their own lives. Little owls, for example, mouse-hunting among wormwood bushes, frequently besmear their plumage with the fruits thereof, which, after a shower of rain, are very sticky. And, in like manner, herons and frigate-birds breeding amid the branches of pisonia-trees get their feathers so clogged with the sticky seeds that they are rendered flightless, and so perish miserably of starvation. If snipe and woodcock possess sufficient intelligence to diagnose a broken leg and to take the necessary measures to repair the injury, one would have supposed the much simpler and easier process of removing offending matter from the feathers would certainly be resorted to. All the evidence goes to show that they do not possess sufficient intelligence to do either the one or the other.

W. P. PYCRAFT

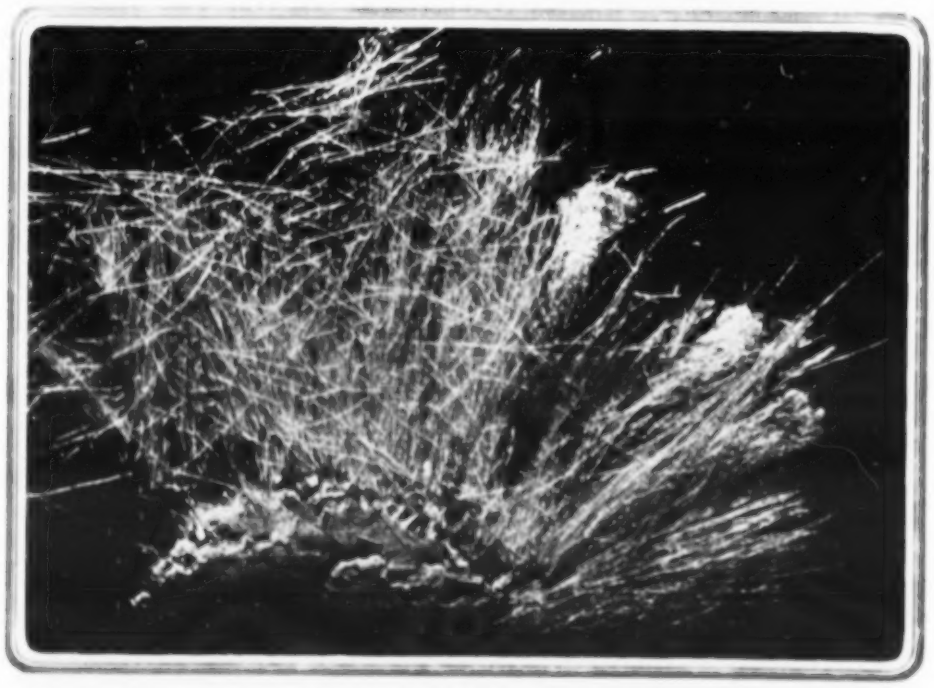


CLAIMED TO BE THE CAUSE OF "COLDS" AT THIS TIME OF THE YEAR: SPICULES, RELEASED BY THE BREAKING UP OF THE FRUITBALLS OF PLANE-TREES, WHICH ARE SAID TO SET UP IRRITATION OF THE THROAT, NOSE, AND EYES: MUCH MAGNIFIED.

Writing to the "Times" the other day, Mr. H. D. O'Neill argued that the increasing amount of bronchitic and catarrhal irritation at this time of year is due to a large extent to the plane-tree. "We shall, as usual, see crowds of people sitting on penny chairs under the trees in Hyde Park

A "COLD"-GIVER: THE PLANE—SHOWING MALE AND FEMALE SPRAYS, POLLEN SACS, AND FRUIT.

A. Male spray, with three groups of male flowers. The leaf is the infant leaf of spring. It attains three times this size in summer and autumn. *B.* Male flowers. *C.* Pollen sacs, or anthers, with pollen. *D.* Female spray, with three groups of flowers. The male and female grow on the same tree. *E.* Female flower. *F.* Fruit.



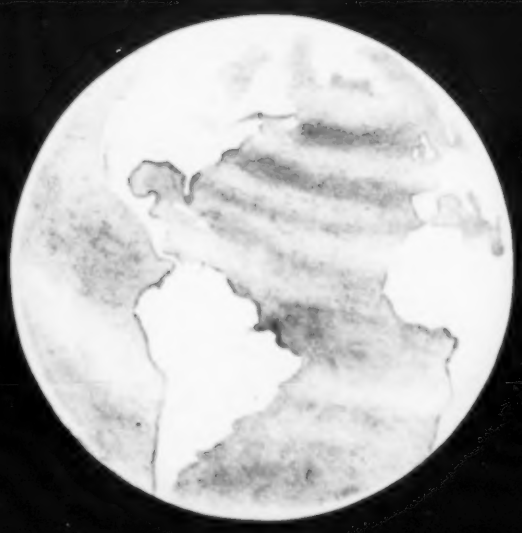
GIVERS OF "COLDS": SPICULES OF A BROKEN FRUITBALL OF A PLANE-TREE, SAID TO BE A GREAT CAUSE OF IRRITATION OF THE THROAT, NOSE, AND EYES: MUCH MAGNIFIED.

Between the Grosvenor and Stanhope Gates, all obviously suffering from more or less severe irritation of the throat, nose, and eyes. If they examine carefully the surface of their clothes, preferably with a magnifying-glass, or if they care to have a more scientific investigation made microscopically into the condition of their throats and noses, they will find a number of tiny spicules which are being liberated in myriads all over London by the breaking up of the fruitballs of the plane-trees. The danger of these trees has been known since the days of ancient Greece, and in some parts of Germany it has been found necessary to forbid by law the planting of these trees in the neighbourhood of the schools."

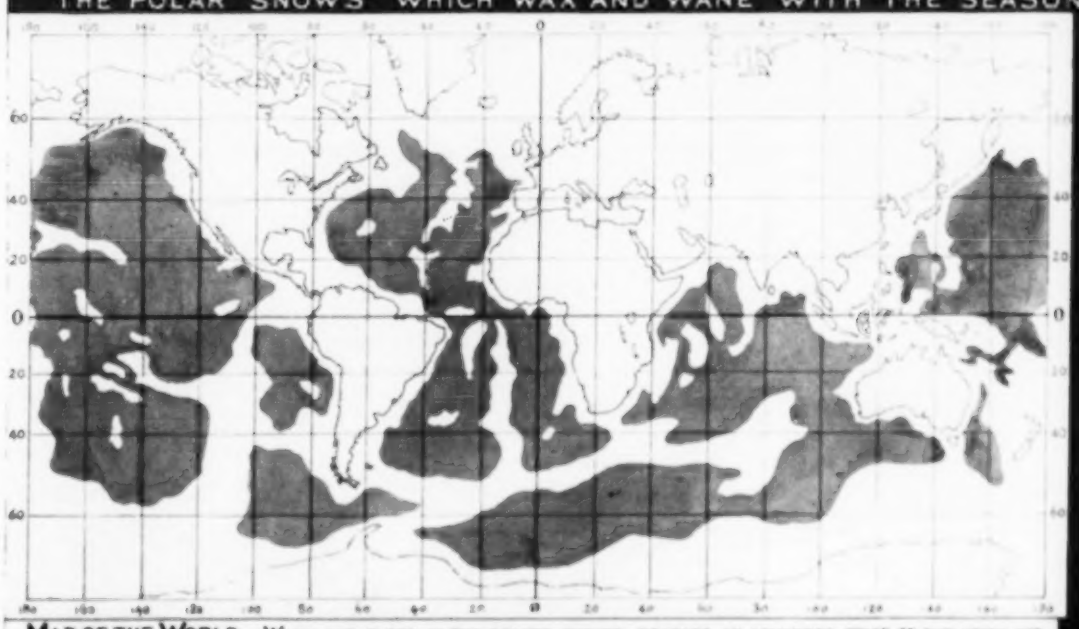
WONDERS OF THE HEAVENS: VII.—LIFE ON MARS?

DRAWN BY SCRIVEN BOLTON, F.R.A.S.

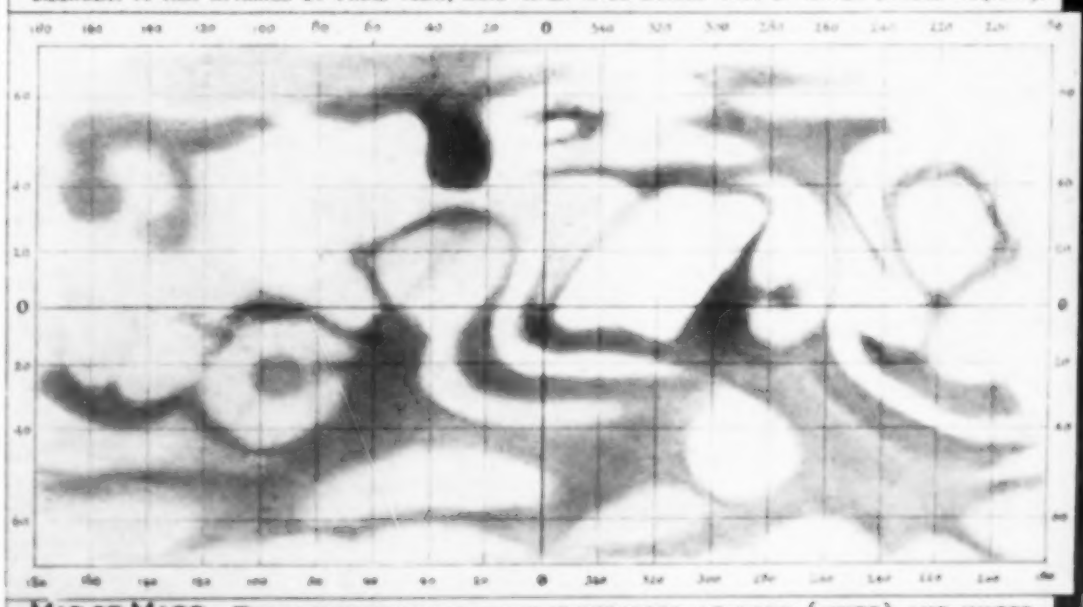
DESCRIBING his drawing, Mr. Scriven Bolton says: "According to Laplace, the planets have been evolved from one gaseous cloud. Hence, it may be, the material properties of each are similar. The same cooling process and contraction are shared by all. Although the birth of one does not antedate that of another, a difference is found in their sizes, since the smaller ones are cooling faster than the larger. Jupiter, 800 times larger than the earth, might represent the earth in the youth of its career millions of years ago; Mars, much smaller than the earth, is older, physically, though not in years, and represents a stage of evolution not yet reached by our world. Its atmosphere, if ever as dense as ours, is now comparatively rarefied. Evolution has it that, like the earth, Mars must once have been covered by water.



COMPARATIVE DIMENSIONS OF MARS AND THE EARTH. THE PHYSICAL RESEMBLANCE 'TWIXT BOTH WORLDS IS SEEN IN THE SUPPOSED MARTIAN LAND AND WATER, AND IN THE POLAR "SNOWS" WHICH WAX AND WANE WITH THE SEASONS.



MAP OF THE WORLD. WHEN OUR GLOBE, IN THE REMOTE FUTURE, REACHES AN ADVANCED STAGE OF EVOLUTION NOT DISSIMILAR TO THAT ATTAINED BY MARS TODAY, LAND—AREA WILL EXCEED THAT OF WATER (SHADED REGIONS).



MAP OF MARS. THE DISTRIBUTION OF WHAT IS REGARDED AS LAND (WHITE) AND WATER (DARK) ASSIMILATES FUTURE TERRESTRIAL DISTRIBUTION REFERRED TO ABOVE.

MARS IN SEPTEMBER 1909
THE S. POLE [illegible]

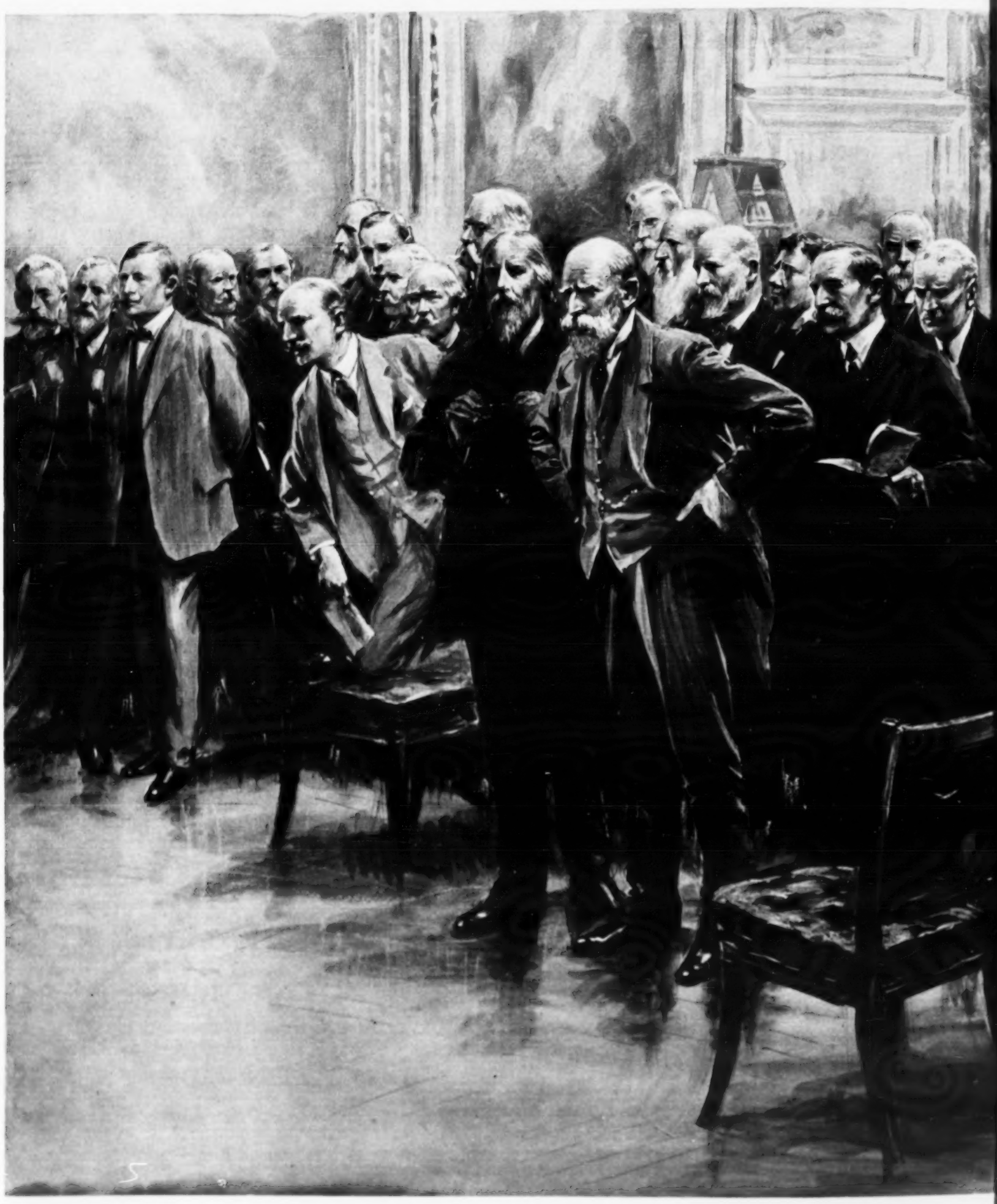
REPRESENTING A STAGE OF EVOLUTION NOT YET REACHED BY OUR WORLD: MARS—AND ITS LIKENESS TO THE EARTH.

(continued.)

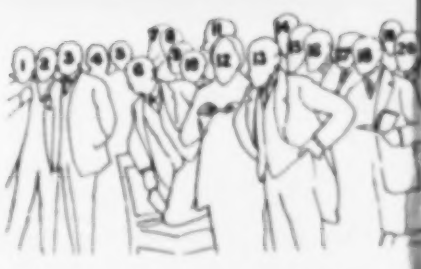
Atmospheric rarefaction, absorption of water by the crust, and a wrinkling of the latter due to contraction, caused dry land to appear. Probably the epoch reached by Mars will be attained on Earth when land area equals that of water. Surface features in both worlds are strikingly analogous, and although the present stage of their life histories does not coincide, if life exists on one, it may obtain on the other. Moreover, the presence of water vapour in Mars' atmosphere, as determined by Professor Lowell, opens the door to the probability of Martian life. Large tracts of supposed vegetation are commonly observed, which change colour according to the Martian seasons. Although the temperature must be rather lower than here, a Martian might live without discomfort in the equatorial regions, especially in proximity to the supposed water-basins, since more inland we apparently gaze upon great arid deserts. With the march of the ages, the earth's crust must grow drier, and her continents must ultimately yield to conditions more severe than those of Central Sahara."

"OFFICIAL" REPRESENTATIVES OF THE NATION'S AR

Drawn by our Special Artist



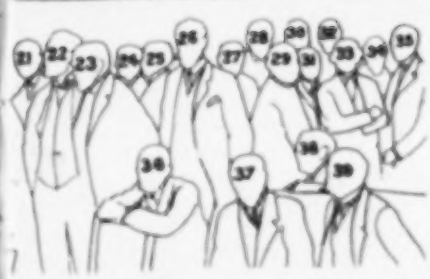
1. Mr. Lionel Percy Smythe.
2. Mr. W. L. Wyllie.
3. Mr. H. H. La Thangue.
4. Mr. Andrew C. Gow, Keeper and Trustee of the Royal Academy.
5. Mr. Frank Bramley.
6. Mr. J. J. Shannon.
7. Mr. G. D. Leslie.
8. Sir Aston Webb, K.C.V.O., C.B., Treasurer and Trustee of the Royal Academy.
9. Mr. Henry Wood.
10. Mr. David Murray.
11. Mr. B. W. Leader.
12. Sir William B. Richmond, K.C.B.
13. Sir Edward J. Poynter, Bt., K.C.V.O., President and Trustee of the Royal Academy.
14. Sir Ernest A. Waterlow.
15. Mr. H. W. B. Davis.
16. Mr. Gordon Craigie.
17. Sir George J. Frampton.
18. Mr. Solomon J. Solomon.



The 146th Exhibition of the Royal Academy of Arts was opened at Burlington House for the Private View on May 1, and subsequently to the general public. The King and Queen paid a private visit on the afternoon of Sunday, May 3, and bought several pictures, among them one by Mr. B. W. Leader, R.A. The history of the Royal Academy dates back to the beginning of the reign of George III. When he came to the throne in 1760 he at once began to encourage art, and in that year was held the first Exhibition that attracted public notice. Five years later, George III. granted a charter to "The Incorporated Society of Artists." This, however, did not

N'S ART: THE ROYAL ACADEMICIANS AND THE P.R.A.

Specia Artist, S. Begg.

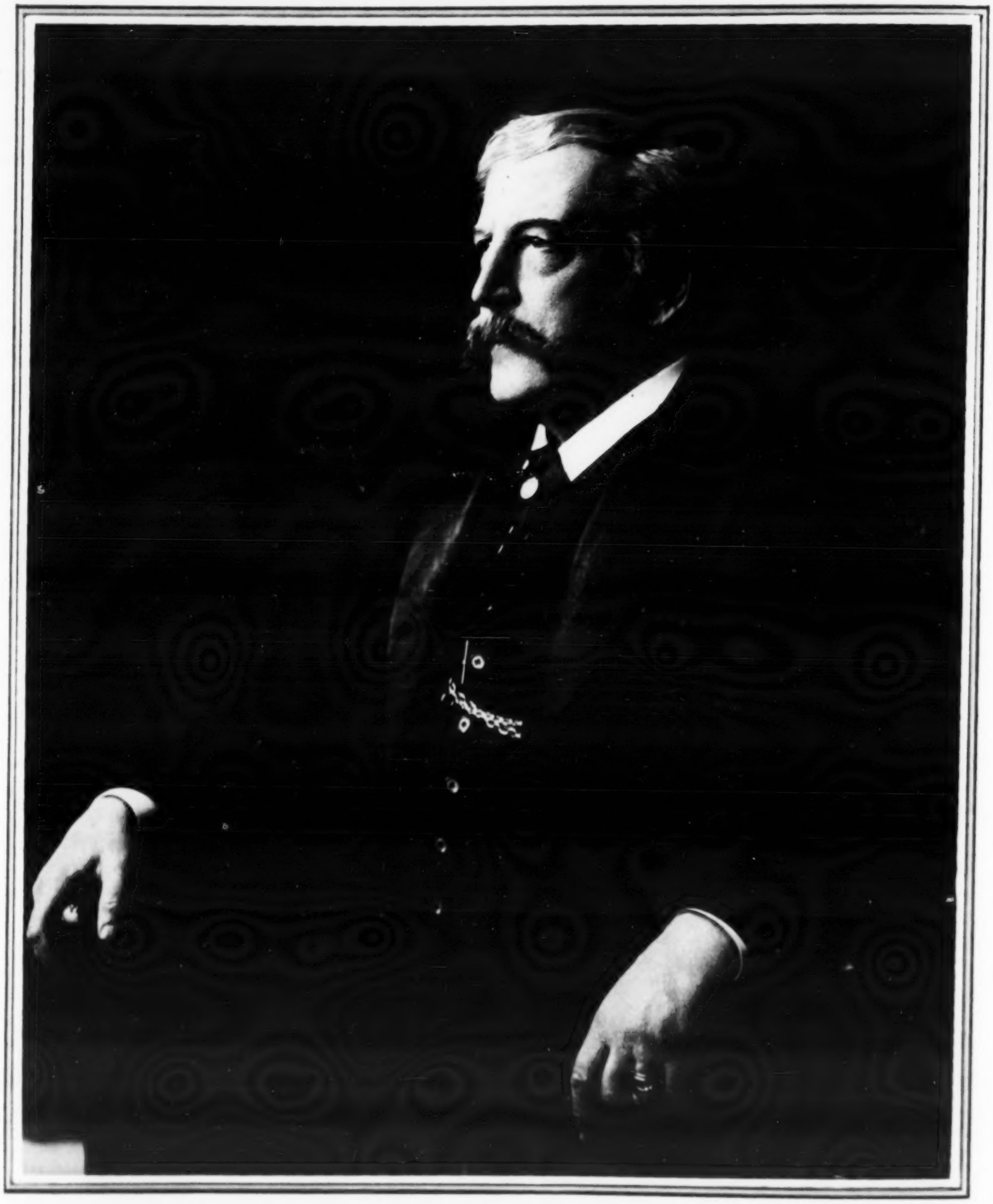


19. Mr. Reginald T. Blomfield, R.A.—elect.
20. Mr. J. Seymour Lucas.
21. Mr. A. S. Cope.
22. Mr. John S. Sargent.
23. Sir Luke Fildes.
24. Mr. Stanhope A. Forbes.
25. Mr. W. Hamo Thornycroft.
26. Mr. Frank Dicksee.
27. Mr. Alfred Parsons.
28. Sir W. Goscombe John.
29. Sir Thomas Brock, K.C.B.
30. Sir Frank Short.
31. Mr. E. A. S. Dalby, R.A.—elect.
32. Sir Thomas G. Jackson, Bt.
33. Mr. C. Napier Hemy.
34. Mr. Peter Graham.
35. Mr. Arthur Hacker.
36. Mr. Hugh Riviere.
37. Mr. J. W. Waterhouse.
38. Mr. W. W. Ouless.
39. Mr. Marcus Stone.

prove entirely successful, and on December 10, 1768, there was founded, with the King's approval, "The Royal Academy of Arts in London, for the purpose of Cultivating and Improving the Arts of Painting, Sculpture, and Architecture." The first President was Sir Joshua Reynolds, and the first headquarters of the Society were at Somerset House. In 1836 it was removed to Trafalgar Square, and in 1869 to its present home at Burlington House, Piccadilly. The Royal Academy consists of forty Academicians and thirty Associates. The fact that our list of Academicians contains only thirty-nine names is due to the recent death of Sir Hubert von Herkomer.

UNCLE TO THE KING BY MARRIAGE: A GREAT HIGHLAND CHIEF.

PHOTOGRAPH BY SWAINE.



THE LATE DUKE OF ARGYLL, K.G., P.C., K.T., WHOSE MARRIAGE TO PRINCESS LOUISE TERMINATED AN ETIQUETTE NOT DISTURBED SINCE 1515, WHEN MARY TUDOR, DAUGHTER OF HENRY VII., MARRIED THE DUKE OF SUFFOLK.

John Douglas Sutherland Campbell, ninth Duke of Argyll, who died at Kent House, East Cowes, on the night of May 2, had a career of singular interest. Not only was he a great Highland chief and a man of many and varied activities, but his wedding to Princess Louise, fourth daughter of Queen Victoria, gave him a unique position. Before that marriage there had been in this country no alliance between an English Princess and one not of the Blood Royal since Mary Tudor, youngest daughter of Henry VII., married Charles, Duke of Suffolk, in 1515. It need not be said, therefore, that the wedding of Princess Louise and the Marquess of Lorne, in St. George's Chapel, Windsor, on March 21, 1871, was an event of unusual note. The late Duke had many honours and filled a number of important positions. He was M.P. for Argyllshire (L.) for ten years, and M.P. (L.U.) for Manchester (S. Division), for two years; was private secretary to his father at the India Office for three years; and was Governor-General of Canada and Commander-in-Chief of Prince Edward Island from 1878 until 1883. At the time of his death, he was Governor and Constable of Windsor Castle. At the Coronations of King Edward VII. and King George he carried the Royal Sceptre. Amongst other offices he held those of Governor of the Knights of Windsor, Master of His Majesty's Household in Scotland, Vice-Admiral of Argyll and the West Coast of Scotland, Chancellor of the Order of St. Michael and St. George, Keeper of Dunoon and Carrick Castles, and Keeper of the Great Seal of Scotland. He was born on August 6, 1845, and for most of his life was known as the Marquess of Lorne. He succeeded to the Dukedom in 1900.

THE ROYAL ACADEMY, 1914.

"The Little Archer." Charles Sims, A.R.A.

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THE ROYAL ACADEMY, 1914: THE KING: GEOGRAPHY: AND CHURCH.

W. ORPEN, A.R.A.

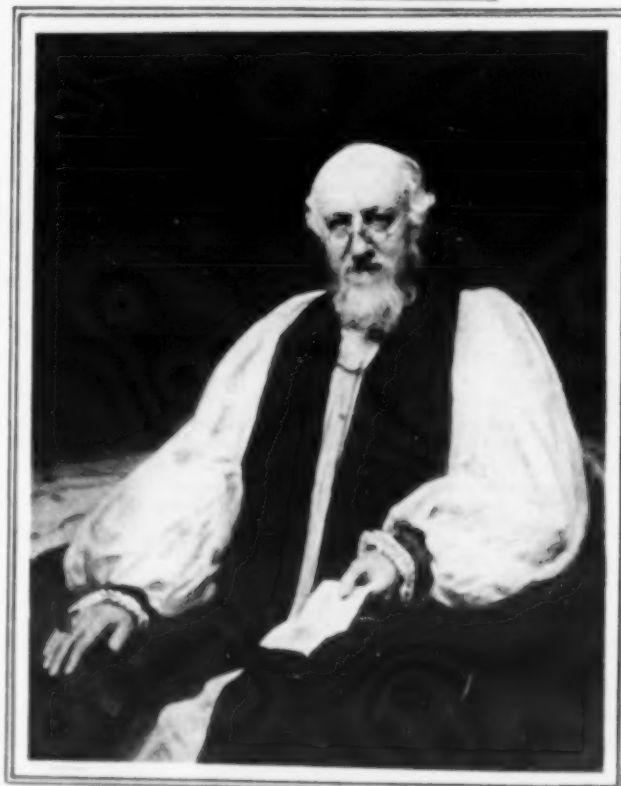
SIR CLEMENTS R. MARKHAM.
GEORGE HENRY, A.R.A.

G. HENRY, A.R.A.

A. S. COPE, R.A.

HIS GRACE THE ARCHBISHOP OF LIVERPOOL.
WILLIAM ORPEN, A.R.A.

H.M. THE KING.
ARTHUR S. COPE, R.A.



THE BISHOP OF ST. ALBANS.
G. HALL NEALE.

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Photographs by the Artists, at Russell, Bournemouth, and H. William Barnett.

THE ROYAL ACADEMY, 1914: ONE OF THE MOST BEAUTIFUL PICTURES.

"ETERNAL EVE."—GABRIEL NICOLET.

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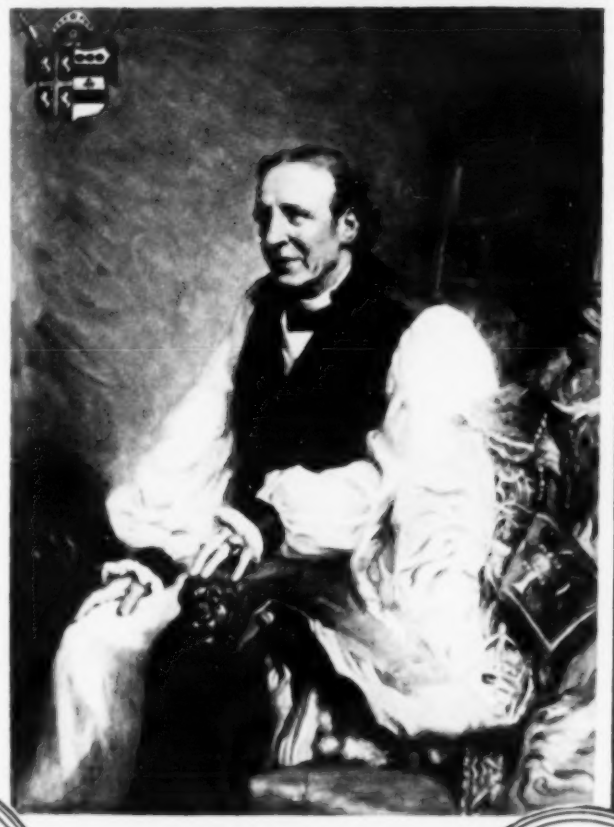
THE ROYAL ACADEMY, 1914: THE STATE: THE CHURCH: THE ARMY.

THE DUKE OF BEDFORD, K.G.
HON. JOHN COLLIER.



THE BISHOP OF DURHAM.
HUGH. G. RIVIÈRE.

HUGH G. RIVIÈRE

JOHN COLLIER.

J. S^T H. LANDER.

THE VISCOUNT MORLEY, O.M.
HON. JOHN COLLIER

F.M. SIR JOHN FRENCH.
J. S^T H. LANDER.

THE COPYRIGHT OF EACH PICTURE IS STRICTLY RESERVED. THE PORTRAIT OF THE DUKE OF BEDFORD WAS PAINTED FOR THE MIDDLESEX COUNTY HOSPITAL, AND THAT OF VISCOUNT MORLEY FOR LINCOLN COLLEGE, OXFORD. THE PHOTOGRAPHS OF THE ARTISTS ARE BY LAIR, MOSME, AND CROMPTON COLLINS.

The ODOL Museum of SHAMS.

IT cannot be uninteresting to the public to learn how an article whose especial qualities have gained for it a world-wide reputation is imitated, in one way or another, by a certain class of business people, who, by this means, hope to foist such shams upon the unwary. It is satisfactory to be able to say that none of these hucksters have ever derived any benefit from such methods; besides which they have naturally to bear the consequences of legal proceedings.

In the above drawing we have reproduced a number—but, be it well understood, only a very small proportion of these imitations; to include them all would require many pages.

There is one remarkable fact in connection with this, a fact upon which we should pride ourselves; all countries are represented, with the sole exception of England. This says much for our country's trading principles, and for the intelligence of the English buying public. It shows the dislike which is always manifested by the British people generally against imitations and infringements.

The superiority of Odol we have pointed out to the public for years in every conceivable manner, and our object in putting forward this announcement is to prove it in yet another way. A preparation which has induced so many attempts at imitation must be excellent.

ART NOTES.

THOUGH any list of Academy successes must be filled with familiar and elderly names, the exhibition is not a stale one. It is a fresh and lively Academy, not so much by virtue of young exhibitors as by the rejuvenation of the old. The swing of the pendulum after suspending us for a horrid twelvemonth over the already ancient iniquities of Futurism lands us again in the boyish company of Mr. Storey and the President. Mr. Storey's two delightful portraits were painted, it is true, many years ago, but the spirit that now moves him to exhibit them is a young one; and Sir Edward Poynter's "Sea-Bath" may, without cavil, hold the place of honour in the Large Room. It reintroduces us pleasantly enough to a forgotten Golden Age—to the Eighteen-Seventies—of Academic composition. Even Mr. Leader is making new conquests, or so it seems to an artist of another order whose milder tones are placed by an unkind Hanging Committee beside the greenest greens that have ever stared from an Academy frame. But Mr. Leader and his greens are, perhaps, too extreme fairly to represent the claims made by the elders upon our regard. We are children of reaction, but we do not yet, we confess, seek admission to the metallic landscapes of the Tea-Tray School.

Apart from the veterans, it is all the same a case of repetition right along the line. The old story holds good—that a Sargent sitter enthrals us, that Mr. Clausen is still in the turnip field, that Mr. Tuke's boys are still bathing, that Mr. La Thangue's maiden is still busy with olives in Liguria, that the wind still blows and the clouds still move across the landscapes of Mr. Adrian Stokes and Mr. Arnesby Brown, that Mr. J. J. Shannon is again disappointing, and that the "picture of the year" is once more the most unpleasant in the whole collection.

Here the old news proves in most cases to be the best sort of news. If the "Lady Rocksavage" betrays us into using the familiar phrases about Mr. Sargent's brilliance, the pleasure we have in it is fresh. Beauty is always surprising; Mr. Sargent himself has been taken unawares. The loveliness of dark eyes and hair and a pale skin has spurred him into activity. In the portrait of Mr. Henry James cramped lines and heavy pigment support the theory of Mr. Sargent's weariness, but the "Lady Rocksavage" is keen, vital, young. That it has a look of the eighteenth century and of something older—of Nattier streaked with the wildness of El Greco—takes nothing from its own delightful freshness.

Next to the Sargent hangs Mr. Tuke's masterly passage of sea and sun and flesh-colour. The same artist's "Mrs. W. H. Humphris," in another room, shows an equal capacity for dealing with ranges of interior light and colour, but Mr. Tuke is proving that there is scope enough for development and change in the particular open-air subject of his choice. Mr. Clausen's large picture of June fields and sky is somewhat overpowering, partly because of the position accorded it and partly because he carries the beholder directly into dazzling and perplexing regions of unmitigated light; but his nude "Primavera" in one of the South Rooms and "The Budding Tree" of the Large Room have beauty such as is equalled, if equalled at all, in only two other pictures among nine hundred.

To the subject-pictures one can turn with no gleam of pleasure, unless Mr. Sims's fancies are to be so classed. He raises, from one room to another, a regular hue-and-cry after Cupid. Since the poor urchin went out of fashion at the end of the seventeenth century, and was in our own time banished to the friezes of restaurants or other discreditable regions, nobody has shown so sincere a regard for him. Mr. Sims is at his best in "The Little Archer" of the Large Room. Of Mr. Cadogan Cowper's "Lucrezia Borgia," we may be sure that it will have the eye of the crowd. Nor is the crowd to blame. It is a large picture, full of strident and sticky reds, and of figures and faces and features; and though its "history" is as glaring as its colour, an inviting impression that things are happening on the canvas is received at the first glance. The Hanging Committee, by the way, has in other rooms been strangely

[Continued overleaf.

SITUATED IN THE BEAUTIFUL NAHE VALLEY, NEAR THE RHINE: BAD KREUZNACH—A GENERAL VIEW.

A FAMOUS RADIUM SALT SPA IN GERMANY: THE NEW KURHAUS AND PALACE HOTEL IN THE KURPARK AT BAD KREUZNACH.

Bad Kreuznach, a famous German health resort, is fifteen minutes from the Rhine, and within an hour and a-half's journey from Frankfort-on-Main. The new Kurhaus and Palace Hotel were opened this year. The Hotel has over a hundred rooms, half of them equipped with thermal baths in direct connection with the radium and salt baths. The amusements include a theatre, orchestra, racing and tennis. Particulars can be obtained from the Kurverwaltung at Bad Kreuznach, or from the Dorland Agency, 3, Regent Street, London, S.W.

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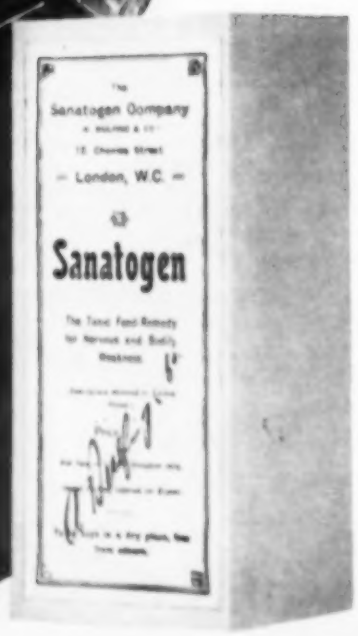

"AS a tonic food Sanatogen stands forth pre-eminent," writes Dr. Hopkirk in his recent book on "Influenza." And he adds: "This is no mere expression of an individual opinion, but a fact firmly established by a vast array of experience."

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CHELTENHAM.—Cavendish House Co.
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Two Chairs

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(Continued.)

careless of its great public. Mr. Byam Shaw's "Design for a Drop Act," a picture nicely calculated to "hold the attention," is hung high; and Mr. Dollman's "A Very Gallant Gentleman," in which is pictured the heroism of Captain Oates of the Scott Polar Expedition, is skied. In one room very few canvases are hung, in deference to the wholly unpopular theory that a crowded multitude of pictures make a bad exhibition. It is a good Academy, and none the less good because it has in some particulars turned from a too strict consideration of the turnstile favour, and in others resisted the new and alien ideals.—E. M.

There has just appeared a new Church of England weekly newspaper called the *Challenge*, conducted on original lines, and in no way conflicting with the existing Church papers. It appeals to the general laity, and, while non-party in character, will "give expression to the conviction that Our Lord claims as His own the whole of life, and has light to throw upon all its problems." The venture has the support of the Archbishops of Canterbury, York, and Armagh, the Primus of Scotland, and many other leaders of the Church. Its primary objects are thus stated: "To give, briefly and without party bias, news of the world in Church and State. To deal fearlessly, in the Spirit of Christ, with any issue in life which concerns a Christian. To stand for breadth of vision, progress, and unity. To appeal, in simple and direct language, to the heart and understanding of the community."

To spend a summer holiday on one of the great ocean liners is a new and happy idea. The Orient Line, whose palatial 12,000-ton vessels run between England and Australia, are offering sea-trips of fifteen days and upwards from London back to London. The tourist can visit Gibraltar, stay five or six days in the South of Spain, or, omitting that country, can land at Toulon and spend a day or two on the Riviera. Special reduced fares have been fixed for the summer holiday season—*i.e.*, first saloon, £15; second saloon, £10—from London to Gibraltar and Toulon and back to London. A sea-going holiday, which provides exhilarating air, perfect rest, and change of scene, is an unrivalled health restorative.

Many are the theories as to the cause and cure of sea-sickness. It was recently stated by Dr. Joseph Robinson, of Chelsea, that the illness is caused by the reflex action which alters the circulation in the semicircular canals of the ear, resulting in dizziness and sickness. This same theory was voiced some eight years ago by Mr. T. B. Mothersill, of Detroit, Canada, after years of patient experiment. So certain was he that he had found a cure that he at great expense visited this country and arranged with a prominent London daily newspaper for a series of trials to be made with his "seasick remedy" on the English Channel and Irish Sea, at a time of the year when the sea was on its worst behaviour. The result, it is claimed, fully established the efficacy of the Mothersill Seasick Remedy, and we understand that hundreds of testimonials have since been received.

China has hitherto been interpreted to Westerners by Westerners, at any rate as far as journalism is concerned. Now it is to speak for itself to English readers in their own language, through the medium of the *Chinese Review*, a new London monthly magazine of which the first number appeared in April. Its aim is to discuss affairs from the Chinese point of view, and to promote Anglo-Chinese friendship. Had not the editorial foreword spoken of the Chinese as "we," one could hardly have guessed it was written by a Chinaman, so good is the English; and he even uses a metaphor from cricket. The tone of his allusions to this country is one of warm admiration; while to those who talk of the Yellow Peril it is reassuring to read: "England alone can subjugate by force the whole of China within the short space of a month." The magazine, which is illustrated, contains a number of travel articles, reviews of books, and news notes. It deserves a wide welcome from all who are interested in "the Far Eastern scene."

CONSTRUCTING THE PANAMA CANAL AT SHEPHERD'S BUSH: MAKING A MODEL AT THE WHITE CITY, FOR THE ANGLO-AMERICAN EXHIBITION.

Photograph by Topical.

CAUSING THE DRY LAND TO APPEAR: FILLING UP THE GREAT SWIMMING-TANK IN THE STADIUM AT THE WHITE CITY FOR THE PURPOSES OF THE ANGLO-AMERICAN EXHIBITION.

Considerable changes are being made at the White City, in preparation for the Anglo-American Exhibition to be held there this summer. For one thing, the great tank 300 feet long in the Stadium, where the Olympic Aquatic Sports were held, has been filled up. "The White City," by the way, will be something of a misnomer, for many of the buildings are being coloured.—*Photograph by Topical.*

Votes for Biomalz:

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I have used the samples of Biomalz which I find an excellent means of increasing physical energy and improving the general condition. I have noticed especially an obvious improvement in the colour of the complexion, stimulation of appetite, and increase of body weight.

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My wife has taken a course of Biomalz with great advantage. I was particularly gratified to observe a rapid increase of weight, together with a healthy, blooming appearance of the complexion.

Nurse E. S . . . . . :

In the course of my professional duties I have had considerable experience of Biomalz, which I have found more satisfactory than any other preparation. On account of my habitual pallor I have lately taken Biomalz myself, and am being constantly asked by my friends, "Whatever have you done to improve your complexion so much?" My weight increased 2 lb. per week during a month's treatment.

Nurse Fri . . . S . . . . :

I can speak from personal experience of the good results of Biomalz. Although I have taken only four tins so far, I am energy personified, in spite of my trying occupation.

Mrs. D . . . . . (Doctor's Wife):

After five tins of Biomalz there was a very obvious improvement in my appearance. There was a steady improvement in my appetite with consequent increase of weight, and I feel much better in general health than before.

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It strengthens the body wonderfully. Limp, flabby features disappear, the colour of the face becomes fresher and healthier, the complexion clearer. In the case of persons who have become anæmic, pale, and thin through malnutrition, the appetite improves to a gratifying degree.

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LADIES' PAGE.

WEDDINGS were very much in evidence in the last week of April. It is a little curious that in a materialistic age superstition should still reign to the point of causing May to be almost a close time for weddings; at any rate, amongst the classes educated sufficiently to have ever heard of the notion that May is an unlucky month for marriage. Wise men say that this notion is a pagan survival: that May was the month sacred to Diana, the Goddess of Maidens, and her wrath pursued those who chose her own season to forsake her shrine. Pure nonsense to Christendom, this; and yet maidens do not care to enter the ranks of matrons during this mysteriously forbidden month. However, there are brides who defy superstition in this respect. Lady Beryl Trench, daughter of Lord Clancarty, has selected for her coming wedding with the Hon. Richard Stanhope, brother of Lord Stanhope, not only a May date, but a Friday—and May 13! She will have all our good wishes, I feel sure, in this valiant defiance of tradition. The fact that Mary Queen of Scots made her most disastrous marriage with Bothwell in May probably gave new life to the prejudice against the month.

One of the prettiest end-of-April weddings was that of Miss Fay Zarifi and the Hon. Claud Yorke, Lord Hardwicke's brother. The ceremony took place at St. George's, Hanover Square, and a charming novelty was introduced in the decoration of the church by lining the aisle and chancel with orange-trees in full bloom and fruit, growing, of course, in small tubs. The orange is surely the most decorative and beautiful of trees, with its waxen blossom and golden fruit gleaming at one and the same time against the burnished green foliage; and then, of course, there is the symbolism of the fruit and the flower together, emblem of young matronage. Bridal gowns do not follow fashion's vagaries so closely as most other costumes, but they reflect the general lines, and recent brides have had their gowns made clinging to the feet, but none have discarded trains, though, indeed, most of those seen at good dressmakers have been very narrow, and the day of the wide train held out by pages to display beautiful lace and embroidery is over for the present. The wide fichu of lace, coming, Magyar style, low over the arms direct from the corsage, is, however, an admirable fashion for displaying the beautiful lace that every bride either owns or has lent to her for the great occasion.

Marriage is obviously, for a woman, entering upon a new profession. Even in the well-to-do classes, where Madam's duties are those for which one so often sees servants nowadays advertising ("Place as Housekeeper where Maid is kept"), namely, ordering somebody else to do the work, the wife's duties are still very real, and will absorb much of her thought and time. In the poorer ranks, even amongst educated and refined people, the wife does very much of the house-work herself. Many young professional men's wives, for instance, are in the position described by the afterwards wealthy and famous physician, Sir William Broadbent, in a letter about his early days of married life: "Eliza works in the house," he wrote, "like a general servant, or rather, as no servant would consent to do." From a realisation of how much work many a young wife finds for her hand to do in her own home, to a proposal to forbid her from doing anything else, seems to some people an obvious and sensible step. The London County Council, deciding to employ several women doctors, has just annexed their celibacy to its other demands; and the Civil Service Commission's Majority Report in like manner advises that no married women shall be employed in Government offices. There has been in London a steady effort, all through the forty years of State-paid education, to exclude married women teachers from all posts. Here, at least, experience has accumulated, and it is an undeniable fact that many of the best school-mistresses have been wives.

A MEDICI COLLAR.

The blouse in white Ninon shows the fashionable high Medici collar in lace.

A PLATEAU HAT

In striped silk, thrown high by a bandeau, with satin bows and trimmed with roses.

It seems to me that there should be no law on this point. If a woman in any employment is frequently ill from any cause, she is an undesirable employée, and should be discharged by a public body, in the public interests, as she would be by a private employer. But apart from that, I think that it should be left to a woman's private judgment whether she resigns her outdoor work on marriage. To say that a woman who has spent years of serious, even severe, effort on acquiring special knowledge and obtaining certificates to qualify her legally for using it—such as a doctor or a teacher, for example—is necessarily to find that knowledge rendered useless, and those laborious years of preparation stultified, merely because she marries, is surely absurd and without justification. Many women will always prefer to give up outside occupation on marriage; this fact causes already an incalculable loss of social power and waste of training. I do not mean that such a course is, therefore, wholly to be objected to; there is a vast deal to be said in favour of making matronage *the* profession; for it will occupy all the time and available strength of a wife very worthily, in many cases. But I urge that it should be left to the option of the woman worker herself. To many, the profession trained for is absorbing, and housekeeping can be delegated.

"Hall's Distemper" is a well-known and much-admired substitute for wall-paper, that may wisely be considered by house-proud ladies who are now having their dear homes spring-cleaned and renovated. It is easily applied by any decorator, and after it has had a short time to dry thoroughly, it can be washed as often as wished. This gives it an undeniable advantage over wall-paper in hygienic qualities and also in durability. The makers, Messrs. Sissons, Hull, will send free a booklet showing the numerous tints in which "Hall's Distemper" is produced. In a new wall paint that Messrs. Sissons are placing on the market, "Sissons' Oil Flat," the same advantages are obtained, plus others; and where a somewhat higher cost is not objected to, a booklet and shade-card of this new material should likewise be asked for: this can, for instance, be applied over an old paint or lining paper, or plaster.

FILOMENA.

"THE MIDDLE-AGED SPREAD"

The *Bête Noire* of the Slender Woman.

ALTHOUGH the slender woman as a rule presents a charming appearance from the front, she is not always flat across the hips at the back, consequently the fit of her dresses has been spoilt by an ugly bulge at the back, aptly termed the "middle-aged spread." Transverse boning has badly accentuated this "middle aged spread," and it will be recalled how strongly we cautioned the public against this freakish boning some time since.

This season, however, the slender woman comes into her own. This unsightly "middle-aged spread" is done away with altogether, giving place to that appearance of youthful naturalness which is so telling in the dress effects of to-day. The beautiful tapering lines of the new Royal Worcester Kidfitting Corsets are so proportioned that the garment fits as perfectly in the back as in the front, giving a well-rounded and natural appearance to the figure.

There was a time when the slender woman went to the draper and selected the least trying of all the corsets offered, expecting no added beauty of line, and finding none. Nor could she hope for her corsets to fit comfortably until they were ready to be thrown away. Now all that is changed. The new Royal Worcester models give an ***instant*** improvement to the figure, and the wearer walks out of the shop feeling as comfortable as if she had no corset on. There is no unsightly ridge at the top of the corset, no stiffness, no coercion. Some of the new models are boneless; some almost boneless; none are so heavily boned as they used to be—masterly cutting now accomplishes what heavy boning accomplished before.

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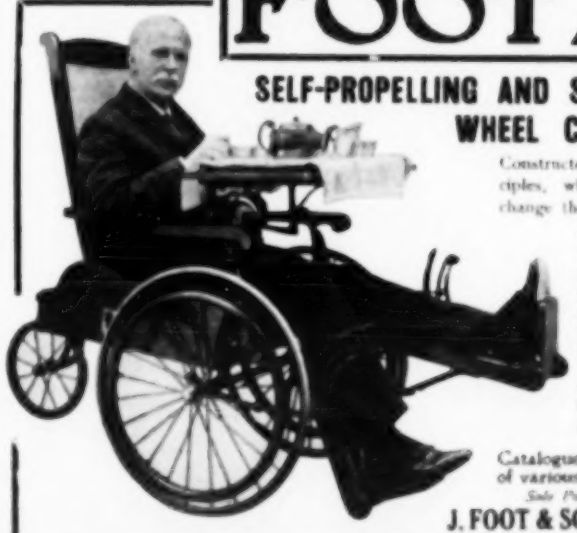

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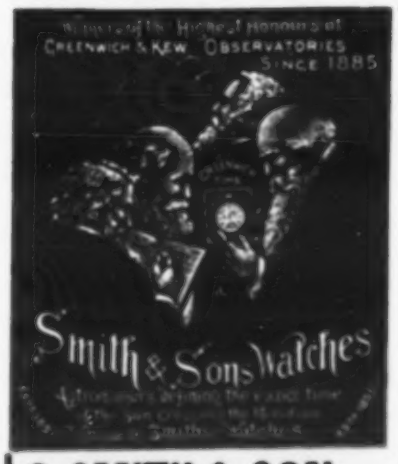

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A TWO-WHEELED MOTOR-CAR IN LONDON: DR. SCHILOWSKY ON HIS GYROSCOPIC CAR IN ORCHARD STREET.

Much astonishment was caused in the neighbourhood of Portman Square and Regent's Park the other day by the appearance of a motor-car running on two central wheels, like a bicycle. The balance is preserved by means of a gyroscope. Owing to its great weight (3 tons) the car only went at the rate of three or four miles an hour. Dr. Pierre Schilowsky, the inventor, is a Russian lawyer.

(Photograph by Sport and General.)

SIR CHARLES TUPPER'S RECOLLECTIONS.

THERE is an old burlesque of "Romeo and Juliet" written by Lafloure, and in the garden scene Romeo, seeing Juliet's lips move, remarks, "She speaks but nothing says; she's not to blame—Members of Parliament do much the same." The lines are recalled by an examination of Sir Charles Tupper's "Recollections of Sixty Years" (Cassell). Students of Canadian history may well open the volume with eagerness, remembering the many splendid parts Sir Charles has played in his time. He has been Premier of Nova Scotia, Prime Minister of the Dominion, and High Commissioner for Canada in England. He has held five Government portfolios, been twice Plenipotentiary, has well earned a baronetcy, and is a Member of the Privy Council. He was born in the year of the great Napoleon's death, when Queen Victoria was a baby, fought in the very front rank for the confederation of Canada, and in all probability would have brought Newfoundland into the Confederation had he had the handling of the question. He was among the giants who made the Canadian Pacific Railway a fact and a success, in face of difficulties that would have daunted most men; and he has loved and served the Empire to the best of a remarkable ability. Unfortunately, he appears to have decided that the intimate aspects of all the changes with which he was concerned must still be regarded as matters of confidence; and if it is not quite fair to suggest that "he speaks and nothing says," his warmest admirers must admit that he says very little—much less than they had the right, or at least the weakness, to expect. The bulky, promising volume resolves itself into some three hundred well-spaced pages of matter that is but mildly interesting, and a more closely written appendix giving two long speeches *in extenso*. There is very little in the book that does not suggest Press cuttings, and the letters reprinted are often extremely complimentary, but seldom illuminating. One would not like to suggest that the volume is lacking in interest; it does afford a glimpse of the work of Empire-making. The ground for grievance is that it might have been a work that students of Canadian history would have treasured; as it stands, the relation of its bulk to what it has to tell may well seem excessive. But, in view of Sir Charles Tupper's great age and wonderful record, it is sufficient to wish he had found the leisure earlier in his useful life to write his recollections.

WIRELESS FOR A GREAT LINER'S LIFE-BOAT: THE INSTALLATION ON A MOTOR LIFE-BOAT FOR THE "AQUITANIA."

The new giant Cunarder "Aquitania" will carry, in addition to her ordinary life-boats, two large motor-boats (30 ft. long by 9 ft. 6 in. in beam) fitted with wireless telegraphy having a range of 100 to 150 miles. They will be carried on the boat-deck, one on the port and the other on the starboard side, and would be used primarily for towing the ordinary life-boats. The photograph shows one of them undergoing trials in the Thames at Chiswick. *(Photograph by Topical.)*

Dr. Scriven Bolton's striking drawing of a comet in our issue of Feb. 28 has inspired an interesting sonnet by Edith A. Jackson, which she has had printed in leaflet form by Messrs. Henderson, Church St., St. Andrews. She also sends us "A Christmas Booklet," containing another poem on comets.

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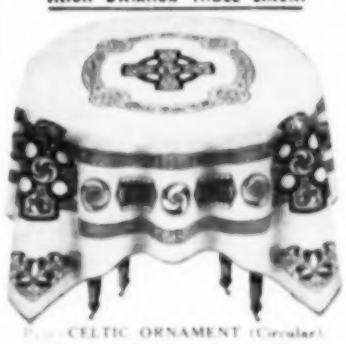

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WILLS AND BEQUESTS.

THE will (dated Dec. 31, 1912) of Mr. Hamer Towgood, of Saintfoins, Little Shelford, Cambridge, head of Towgood and Sons, paper-makers, Sawston, who died on Jan. 11, is now proved, the value of the property being £106,049 2s. 2d. Testator gives £1000 to his wife; £2000 to Surtees James Towgood; £1000 to his sister Harriet Towgood; £500 to Evelyn H. Bagnall; £250 each to Geoffrey H. Crump and Ellen G. Towgood; legacies to servants; and the residue to his wife.

The will of Mr. Thomas Baskcombe, of Roseville, Abbey Park Road, Great Grimsby, ship-owner, who died on Feb. 12, is proved, and the value of the property sworn at £91,690. All of which goes to his wife and children.

The will of Mr. Morris Ohlmann, of 55, Belsize Park, who died on March 15, is now proved and the value of the property sworn at £73,603 17s. 9d. He gives £12,000 in trust for his son Gerrard Alexander Louis; £10,000 in trust for his daughter Maud Regina; his business to his son Julius Alexander; an annuity of £200 to his sister Rosa Natt, and on her death £500 each to her daughters Nellie Fuchs and Silvia Fuchs; £500 to his sister Sophia Spiegel; £100 to Frank Morris; and the residue to his wife for life, and then as she may appoint.

The will of General Sir Thomas Edward Gordon, K.C.B., K.C.I.E., of 3, Prince of Wales Terrace, Kensington, who died on March 23, is proved by Dame Charlotte Gordon, widow, and Alfred O. Kirby, the value of the property being £46,626 8s. The testator gives the household effects and £1000 to his wife; £100 to A. Kirby; and the residue in trust for his wife. On her decease he gives £100 each to grandchildren and three nieces; and the residue as to two-eighths to his daughter Helen Elizabeth Hopkins, and three-eighths each to his daughters Jeanetta Crompton and Violet Mary Cooper.

The will (dated April 17, 1913) of Mr. George King, of Abinger Hammer, Dorking, who died on Jan. 18, is proved by his sons, William and George King, the value of the property amounting to £70,529 15s. 10d., which he left as to one-half in trust for his wife for life, and subject thereto the whole to his children.

The will of Lady Charlotte Godolphin Osborne, of Fowlers Park, Hawkhurst, who died on March 25, is proved by Lord Francis Granville Godolphin Osborne, a nephew, the value of the property being £12,045 18s. The testatrix gives £500 to her sister Lady Blanche Morris; £100 to her executor; £100 to her cousin Sidney Godolphin Osborne; £50 each to her coachman, butler, and maid; and the residue to her nieces Ethel Harriet Cloete and Lilla Guendolen Partridge.

The will of Fanny Catherine, Dowager Countess of Wicklow, of Rossanagh, Rathnew, Wicklow, who died on Feb. 3, is proved by the Hon. Hugh Melville Howard, son, the value of the property being £12,253. She gives a diamond pendant and three diamond bracelets to her stepson the Earl of Wicklow; her silver, jewels, and books to her son; and the residue to her husband, Marcus Francis Beresford, who predeceased her.

"A VERY GALLANT GENTLEMAN": THE HEROIC END OF CAPTAIN OATES MADE THE SUBJECT OF AN ACADEMY PICTURE.

One of the arresting pictures in this year's Academy is that by Mr. J. C. Dollman, representing the most heroic act in the tragic story of the Scott Expedition. The title is amplified as follows: "Captain L. E. G. Oates, Inniskilling Dragoons, who willingly walked to his death in a blizzard, to try and save his comrades, beset by hardship." Captain Oates, it will be remembered, left the others during the return from the South Pole, in the hope that they would be able to reach safety when no longer hampered by a disabled man.

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For many years a succession of horrible cattle-maiming outrages in Staffordshire, and of scurrilous letters thereon, have baffled both the police and private investigators. A series of articles on the subject by Mr. G. A. Atkinson, special correspondent of the *Standard*, first published in that paper, have now been issued in the form of a twopenny booklet, with prefaces by Sir Arthur Conan Doyle and Captain the Hon. G. A. Anson, Chief Constable of Staffordshire, and an article by Mr. P. Somerville ("Roderick Random"), of the Wolverhampton *Express and Star*. Sir Arthur and Mr. Anson present their respective views of the mystery; while Mr. Atkinson also has his own theories. The subject is one that must interest deeply all who are attracted by a detective problem, as well as all lovers of animals who wish to see a dastardly criminal, or criminals, brought to justice. The booklet is published by Messrs. T. Kirby and Sons, Ltd., of Walsall. It is illustrated with some painful photographs of animal victims of outrages.

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IN PRAISE OF THE TURK.

AT a time when public opinion is veering round to sympathy with the recently defeated Turk, it is a great pleasure to find a book dealing with his life and history with such insight and clearness of reasoning as does Mr. Sidney Whitman in his "Turkish Memories" (Heinemann). There can be no doubt that ignorance, in a great measure, is responsible for the bitter hatred in which the Turk has been held in Western Europe to the present day. The Turk is a gentleman and a nobleman in every sense of the word. He has a binding sense of honour, is kind to animals, the weak, and the poor, is chivalrous in victory and brave in disaster. History holds few finer and more stirring pages, appealing as they do to the best and noblest sentiments of so-called civilised European nations, than the story of the periodic Turkish revivals under the Grand Viziers of the Kiuprili family in the seventeenth century, whilst the magnificent story of the defence of Plevna must still rank in the memory of many of us with the same lustre of glory as does the charge of the Light Brigade. Two great barriers have, however, eternally divorced the Turk from European comprehension and sympathy: first, his treatment of his womankind; secondly, the unfortunate fact that he is a religious enthusiast prepared at any moment not only to die, but to kill, for his faith, and therefore a somewhat risky neighbour. Mr. Sidney Whitman rids us of a load of prejudice. He tells us much that is old, and not a little that is new. He explains, for example, the Armenian massacres of 1895-6—which alone have sufficed to blacken the name of the Turk in this country—and we learn that the blame is rather to be laid at the door of Armenian aggression and the inevitable Russian intrigue than to Mohammedan religious intolerance. Touching this religious intolerance, it comes to us as something of a shock to be reminded that the Holy Sepulchre has been left, respected and unabused, to the sole custody of the Turk, and that Christian monasteries in the Trebizond district have been inhabited by their monks unmolested from time immemorial. Mr. Whitman describes in a very interesting way the circumstances of his exceptional acquaintance with that dramatic and mysterious character, Abdul Hamid, and inevitably sets us wondering on the trend of European politics. With regard to the Near East—is the influence of England being lost? What have been and will be the effects of the policy of the shifting of the central force of the British Navy from the Mediterranean to the North Sea? Be that as it may, the seal of the genuineness of this work is to be found in those more intimate passages in which the author speaks lovingly of Constantinople, its people, and its surroundings. No book worthy of reading can be unbiassed, none genuine that is written without affection. It is in the spirit of love and comprehension that Mr. Sidney Whitman's book has been written, and as such it should be of the deepest interest in this country, where the Turk has too often been judged with mingled hatred and ignorance.

CHESS.

TO CORRESPONDENTS.—*Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.*

J JENNER (Tunbridge Wells).—Amended position to hand with thanks. It shall receive attention.

J C STACKHOUSE (Torquay).—We are much obliged for problems, which we hope to find suitable for publication.

CORRECT SOLUTION OF PROBLEM No. 3643 received from C A M (Penang); of No. 3644 from J Samuels (Brooklyn), J W Beaty (Toronto), J Murray (Quebec), R Tidmarsh (Vernon, B.C.), and E P Stephenson (Llandudno); of No. 3645 from J Murray, J W Beaty, and F R Coates; of No. 3646 from F Avanaz (Vigo), H A Seller (Denver, U.S.A.), W Dittlof Jasens (Apeldoorn), and J Isaacson (Liverpool); of No. 3647 from F Avanaz, Theo Marzials (Colyton), and E W Thomas (Aberystwyth); of No. 3648 from F Avanaz, E P Stephenson, Captain Challice (Great Yarmouth), Arthur Perry (Dublin), and C Barretto (Madrid).

CORRECT SOLUTIONS OF PROBLEM No. 3649 from G Bakker (Rotterdam), W Dittlof Jassens, W Best (Dorchester), R Worters (Canterbury), J Fowler, J Smart, J Cohn (Berlin), J Green (Boulogne), A H Arthur (Bath), W H Taylor (Westcliff-on-Sea), H Grasett Baldwin, Rev. J Christie (Redditch), G Stillingfleet Johnson (Cobham), and F Simpson.

PROBLEM No. 3651.—BY W. H. TAYLOR.

BLACK.

WHITE.

White to play, and mate in three moves.

SOLUTION OF PROBLEM No. [illegible].—BY T. W. GEARY.

WHITE	BLACK
1. Q to B 6th	B to Q 2nd
2. Q to B 5th (ch)	Any move
3. Q mates.	

If Black play 1. Kt to R 5th, 2. R takes Kt; if 1. Kt to B 6th, 2. Q takes Kt; if 1. R takes P, 2. Q takes R; and if 1. Kt takes P, then 2. Q takes P (ch), etc.

CHESS IN HOLLAND.

Game played in the International Match, England v. Holland at Ostend.

(King's Gambit Declined.)

WHITE (Mr. B. Leussen)	BLACK (Mr. G. A. Thomas)
1. P to K 4th	P to K 4th
2. P to K B 4th	B to B 4th
3. Kt to K B 3rd	P to Q 3rd
4. P takes P	P takes P
5. P to B 3rd	Kt to K B 3rd
6. Kt takes P	Castles
7. P to Q 4th	B to Q 3rd
8. Q to B 3rd	B takes Kt
9. P takes B	Kt to Kt 5th

Winning back the Pawn with much the better development.

WHITE	BLACK
10. B to K B 4th	Kt to Q B 3rd
11. Kt to Q 2nd	K Kt takes K P
12. Q to Kt 3rd	Q to B 3rd
13. B to Q Kt 5th	P to Q R 3rd
14. B to K 2nd	R to K sq
15. Castles (K R)	B to Q 2nd
16. Kt to Kt 3rd	P to Q Kt 3rd
17. Q R to Q sq	Q to K 2nd

Why not to K 3rd at once? The time lost in going there next move gives White the chance of a very lively attack.

WHITE	BLACK
18. B to K Kt 5th	Q to K 3rd
19. B to B 6th	Kt to Kt 3rd
20. Q takes P	R to R 2nd
21. Q takes P	R to Kt sq
22. Q to B 5th	P takes B
23. R to Q 6th	Q to K 4th
24. R takes Kt	B takes R
25. Q takes R	

White has thus got back his piece, and with his superiority of Pawns on the Queen's side ought to win.

WHITE	BLACK
25.	B takes P
26. R takes P	

An unfortunate mistake. Q to B 2nd would at least have retained the attack. White's pieces are helplessly dispersed.

WHITE	BLACK
26.	B to Q 4th
27. R to B 2nd	Kt to B 5th
28. Q takes R P	K to R sq
29. B to B sq	R to K Kt sq
30. Q to R 6th	Kt takes P
31. Q to B 6th (ch)	Q takes Q
32. R takes Q	Kt to K 6th (ch)

White resigns. The ending is very well played by the British representative.

The Loyd Memorial Problem Competition, promoted by the *Pittsburg Gazette Times*, has resulted as follows: First prize, Otto Wurzburg (America); Second, Nicola Belli (Italy); Third, A W Daniel (England). We append the position of the first-prize problem. The competition proved a most attractive one, there being no less than 288 entries from all parts of the world.

WHITE: K at Q sq, Q at K Kt sq; Bs at Q B sq and Q 5th.
BLACK: K at Q Kt 8th, R at Q R 3rd, B at K R sq.
White mates in three moves.

It is announced by the Brighton Railway that cheap 8-day or 15-day tickets are now issued every Friday by certain trains from London, and certain suburban stations, to the following South Coast towns: Brighton, Hove, Shoreham-by-Sea, Worthing, West Worthing, Littlehampton, Bognor, Seaford, Eastbourne, Bexhill, St. Leonards and Hastings, and on May 15 and 22 only to Portsmouth and Isle of Wight.

In a booklet published by the Waltham Watch Company, of 125, High Holborn, we find this advice: "When buying a watch, it is much more important that judgment be exercised in the selection of the *movement*, which is the timekeeper, than of the case, although it is necessary that the case be strong enough to protect the movement." Waltham watches are, of course, well known to be thoroughly reliable. Of their watches for men, the makers especially recommend the "Riverside Maximus" and "Vanguard," and for women the "Diamond," "Riverside Maximus," and "Lady Waltham."

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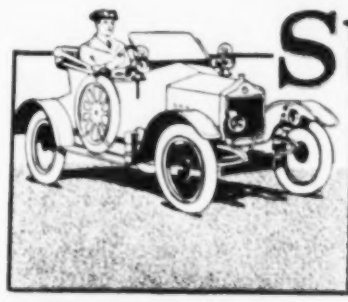

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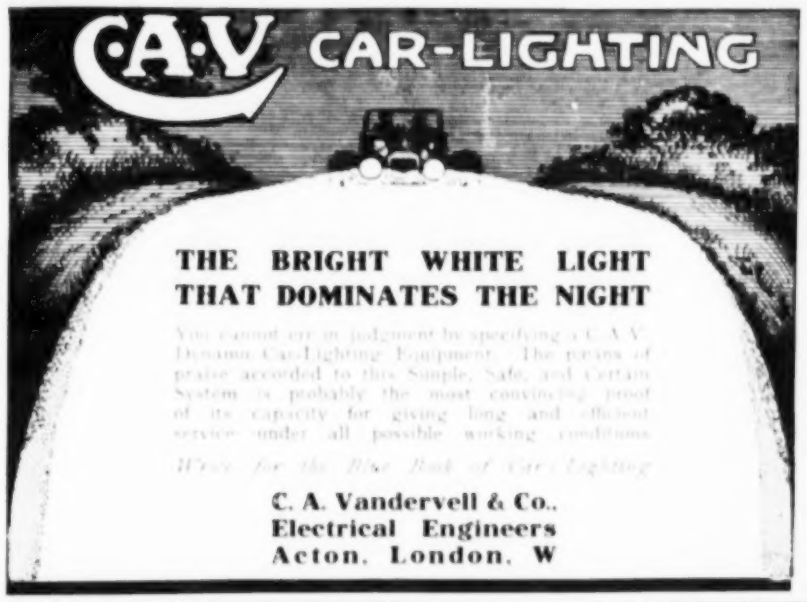

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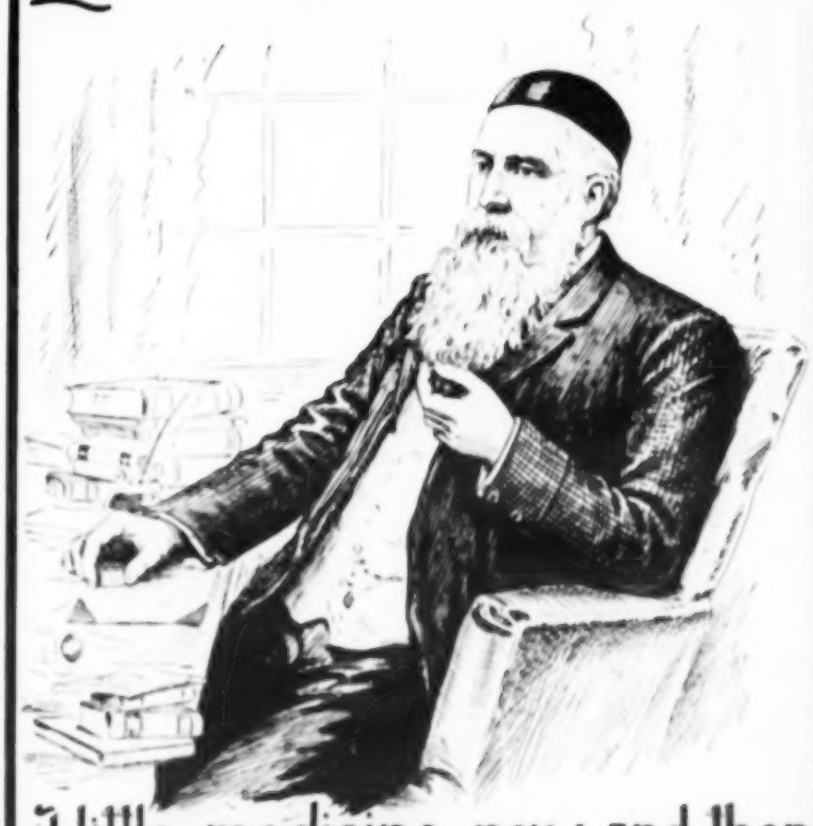

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THE MOTOR-TOURING SEASON

·NOTES·ABOUT·CARS·

AT this season of the year the thoughts of the motorist inevitably turn to the subject of touring. Time was when we were afraid to risk things when it even looked like rain, let alone in a time of really bad weather conditions. The wet had a habit of short-circuiting the crude electric-ignition circuits of the time; while mud and water used to find their way into the vital parts of the car's mechanism, much to their detriment and the despair of ourselves. Who, among that little band—little in comparison with the mighty host which now numbers itself as constituting the rank and file of automobilism—but could tell moving stories of wayside troubles which were to be laid almost entirely at the door of the powers who govern what is miscalled weather in these islands? What tales of slipping belts and clogged driving-chains, of obscure electrical faults that defied detection, of adventures so many and varied that we who met them ofttimes wonder why we stuck to the game at all! But it is not my purpose to indulge in reminiscences of the past, interesting though they might be on occasion. Rather am I impelled by the glorious sunshine that pours in at the window as I sit at my desk, to talk of the joys of the open road, the while I curse the fates that tie me here when I might be tasting of those same joys. And then it comes to me that I have but a few short hours to wait until those joys shall be mine—for are there not certain Light Car Trials toward, in which I am to have the honour of piloting a car over something more than a thousand miles of good English roads? However, I am digressing from the main topic on which I had set myself to write—touring and the joys thereof.

As I have said, the time is gone when we merely used our cars for pleasure purposes when conditions promised well for that pleasure. In the ordinary way the car has become so much a part of our every-day life that we simply cannot do without it. We use it for paying calls, for purposes of our various businesses, for taking our womenkind out to those little dinners and theatre parties and what not that make up so great a part of our social life. In a word, the car is our most obedient servant all the year round.

All these things being so, we have come to regard the car as being something quite utilitarian for the greater part of the year; but it is when the spring, and with it the season when we begin to plan tours and excursions with nothing but pleasure in mind, comes round that we begin to realise that there is, after all, another side to motoring and the car than the purely business one. Then it is that we once more feel that there is still some romance left, if it be only of the kind that comes to one simply out of the use of the open road. For, even though it may be hard to define exactly the reason why, there is certainly a sense of romance about the road. It may be because it is something different from the ordinary run of one's life—scenes are different, sounds are not the same, and, above all, there is the exhilaration of swift motion through the pure air of the country-side. But whatever it is that may produce the feeling, beyond doubt it is there in the minds of most of us who are not entirely deficient in imagination.

What, after all, is there in this life to beat the tour by motor-car? There is more of pleasure unalloyed in it than in any other pursuit you may mention, always provided that one is not a slave to the mere matter of eating up distance, and that it is made the secondary part of the business instead of the whole beginning and end of it. That is to say, there can be no pleasure implied in the formula: "Let us go touring." There must be some object more than the simple getting out into the country with no end or aim save to cover a given mileage, so that we may boast to our friends of what we have done and the high average we have maintained in the doing. That is the kind of thing that I know is sometimes done, but to my way of thinking it is more expressive of the road-hog and the "speed-merchant" than of the true motorist who desires to take his pleasures soberly, sensibly, and with a due regard to the convenience of his fellows and to the amenities of the road. Having got thus far, we may begin to discuss the various ways of achieving the pleasure which must be the first consideration when we set out to arrange our tours. Here we come up against an apparently endless proposition. Some there be who are content to amble about the country in search of antiquarian curiosities, and count themselves happy if they have visited and seen all the cromlechs and cave-dwellings of Wales and the Peak District. Others are consumed with the desire to visit scenes of historic interest; while, again, there are others who make their tours in company with camera or sketching-block, and are well content to linger over the many beauty spots to be found in abundance in any corner of these islands or the Continent you like to imagine. I pass over those who simply use the car as a convenient means of getting to and from those places

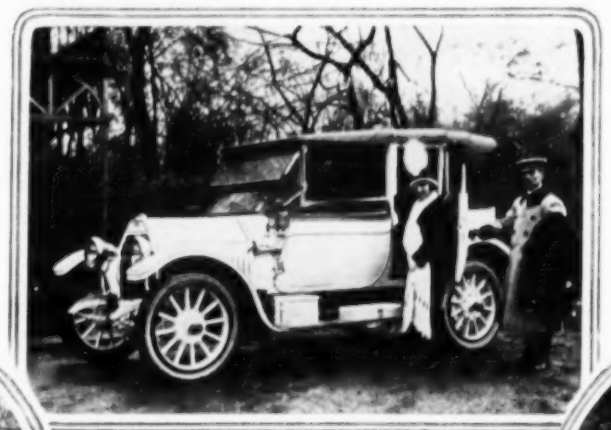


Photo. Fiaccle.

THE WIFE OF A WELL-KNOWN JOCKEY AS A MOTORIST: MRS. E. WHEATLEY AND HER HANDSOME WHITE BEDFORD-BUICK CAR.

The Bedford-Buick cars are made by General Motors (Europe) Ltd., the sole proprietors being Bedford Motors, Ltd., of Bedford House, 135-7, Long Acre.

MOTORING IN A BEAUTIFUL PART OF SHAKESPEARE'S COUNTRY: A DAIMLER IN THE VILLAGE OF ASHOW, WARWICKSHIRE.

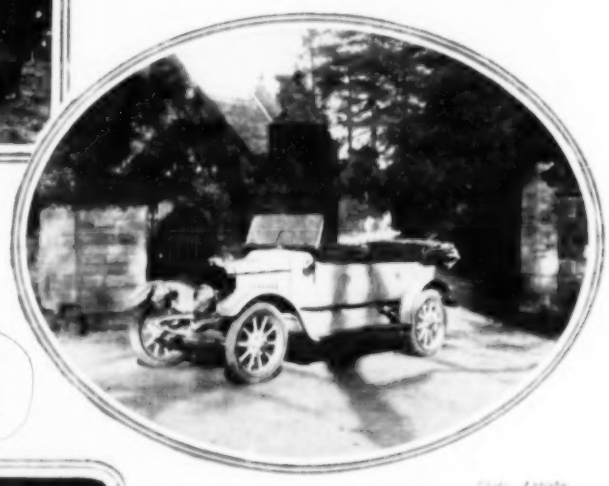
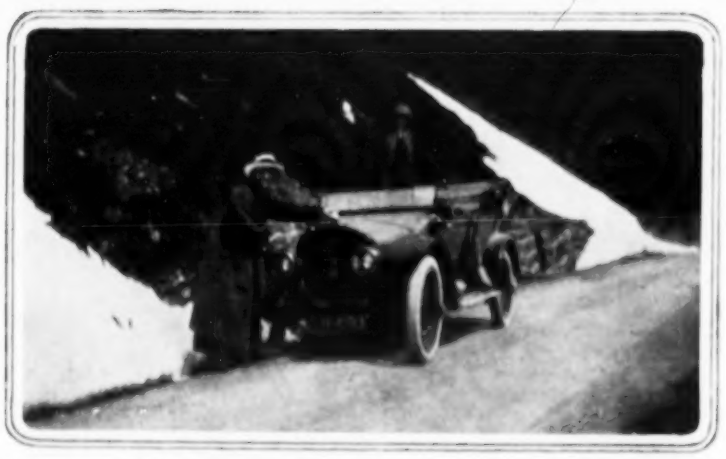
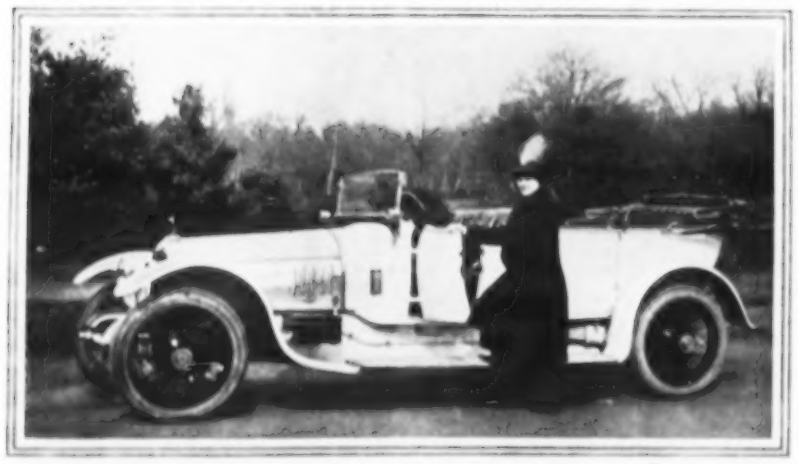


Photo. Kingsley.

AN ALL-BRITISH CAR FOR NEW ZEALAND: A 15-H.P. STANDARD "GOODWOOD" STREAM-LINE TOURING PHAETON.



THE FAMOUS STRAKER-SQUIRE "FIFTEEN" AS A HILL-CLIMBER: A CAR NEAR THE SUMMIT OF THE STELVIO PASS IN AUSTRIA, THE HIGHEST IN EUROPE.



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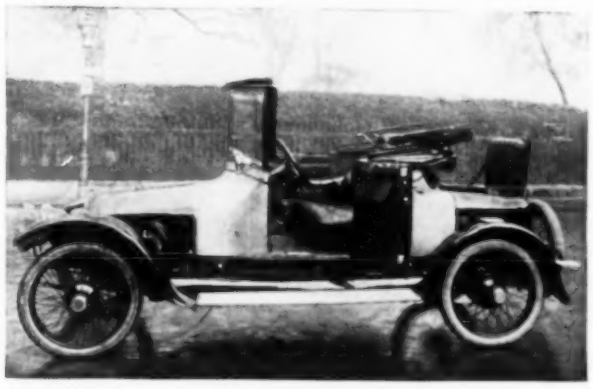

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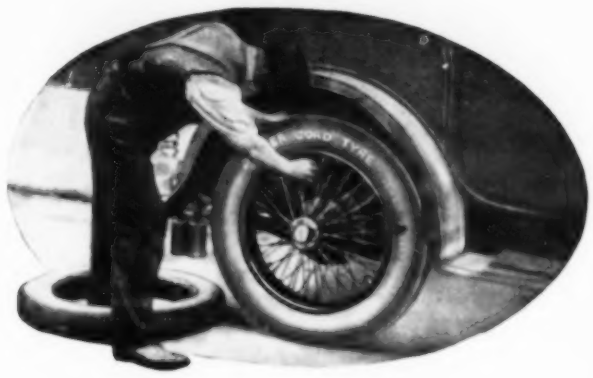

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(Continued)

where fisheries and shootings are the principal interest, for the reason that that is not touring within the meaning of the Act, so to say. We all have our own ideas of the tour that comes nearest to the ideal, and in this it is more than ordinarily true that what is one man's meat is another's poison. For example, my own ideal is a golfing-cum-motoring tour. To leave home with a good car and congenial friends, keen golfers to a man, and to spend a month in visiting and playing over all the famous—and many of the lesser-known—courses of the country comes nearest to my idea of an earthly paradise.

One thing, however, upon which we all do agree is that if we are to tour with pleasure to ourselves it must be in comfort. To secure this, the first essential is that the car must be a good one, and, more even than that, it must be in good order. Doubtless, some will say that that is so obvious a truism that I need not have uttered it. All the same, I think it is a very necessary proviso to make. The reason is this. Earlier on, I remarked upon the fact that we now use our cars all the year round, instead of laying them up for the winter, as we did once upon a time. This very often means that the old-time spring overhaul is dispensed with, and, so long as the wheels continue to revolve without any visible signs of trouble, the essential looking over and renewal or adjustment of worn parts is disregarded. Now, my experience of cars is that they are very human in their ways, and if they are bent on doing the wrong thing at all they invariably choose the wrong moment at which to do it. I doubt not that many of my readers can look back to a tour from which endless enjoyment was anticipated, but which was spoilt by the misbehaviour of the car. I don't mean in the old days, when we expected these things, but in comparatively modern times, since the car has come to be regarded as the essence of reliability. And, if they will think back a little more, they will admit that most of these *contretemps* could have been avoided by the exercise of a little care and a little forethought before the start of the tour whose success meant so much. My advice, therefore, is that, even if it be not thought necessary that the car should receive a thorough overhaul prior to the tour, it should at least be put through a fairly detailed examination, and any defects which are at the moment, or threaten shortly to become, important be made good at once. By doing this, time and money may be saved in the end, to say nothing of the weariness and vexation of spirit entailed by a spoilt tour. Not only does this advice about the overhaul apply to the more mechanical details of the car. Everything should receive its proper meed of attention—tyres, batteries (where the car is electrically lit), speedometer, hood, screen adjustments, and every little detail should be looked to before the start. The car will be away for several weeks in all probability, especially if the tour is going to take one to the Continent; and much of the time will be spent at places remote from supplies of spares to fit. To nothing more than setting out on a long motor tour does the maxim that "A stitch in time saves nine" apply with greater force.

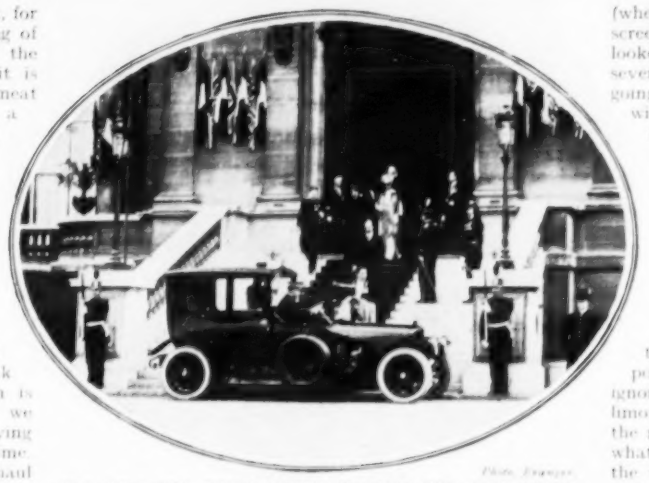
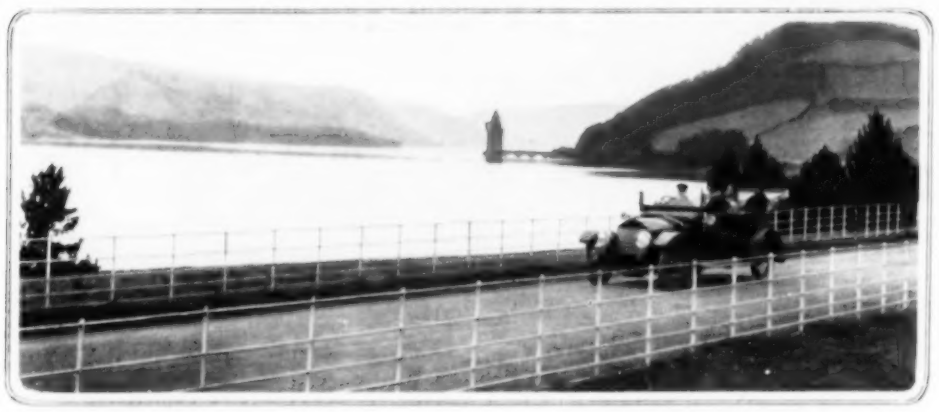


Photo. Fournier.

THE KING AND QUEEN ABOUT TO ENTER THE PRESIDENTIAL CAR: M. POINCARÉ'S 28-H.P. PANHARD IN USE DURING THEIR MAJESTIES' VISIT TO PARIS.

M. Poincaré's car, shown in the above photograph, is one of the new type of 28-h.p. Panhard models.



PASSING THE ARTIFICIAL LAKE WHICH SUPPLIES WATER TO LIVERPOOL: A 16-20-H.P. WOLSELEY BY THE SHORES OF LAKE VYRNWY, NORTH WALES.

The Equipment of the Touring-Car.

In these days of motoring luxury, it seems almost redundant to set out on the giving of advice with regard to the equipment of the touring-car. Particularly is this so because of the fact that tastes in equipment differ so widely, to say nothing of the tremendous differences between the many types of cars which are available for purposes of touring. This being so, I think I may safely ignore the giving of such advice to the owners of lordly limousines, and confine myself to a brief consideration of the needs of those who make their journeys by means of what is known as the orthodox touring-car—the one with the open body, and which depends for its comfort and protection from weather upon the adventitious aid of the hood and the wind-screen. To my mind, the type is not only the best for touring, but is, in fact, the only kind of car that is satisfactory. Travelling in a closed car is an abomination to me. It is all very well for theatre-going on a wet night, but I cannot seriously see myself going a tour in it.

Now it seems to me that the only way to approach this subject of the equipment of the touring-car is to assume that we are starting *de novo*—that we have just acquired a new car, and are in process of deciding upon its fitting up. Of course, the car may be an American vehicle, in which the makers have supplied us with practically all we require in the way of the principal accessories; in which case there is not much in the way of advice to be given. We have decided upon taking this car, and the makers will give us no option as to its equipment. That is good up to a point, but it is not the way I should prefer to do things for myself. The first thing we want to think about is lamps, because even though the long evenings are coming it may easily fall out that we shall do a fair amount of night travelling, and in any case lamps are necessary as a part of the equipment. As to system, there is only one worth while contemplating—electric. That means the purchase of a dynamo set, which,

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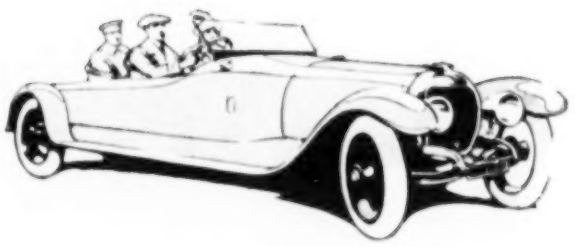


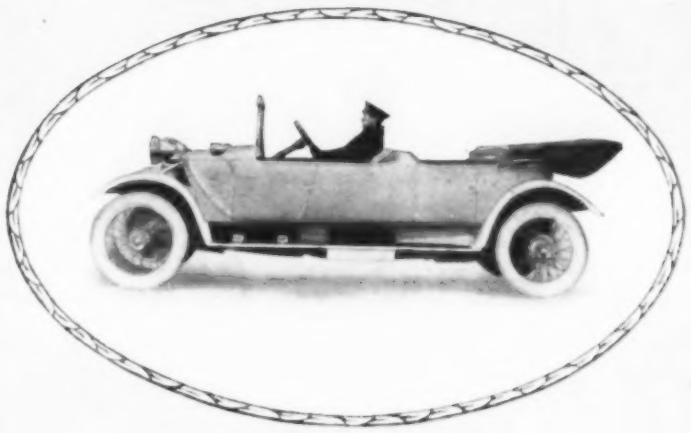
A 30 h.p. Sporting Model

of unequalled luxury and utility, 3-seated Hydroplane body, built on beautiful lines, every part in perfect harmony with the whole, and elegantly finished, the Sheffield-Simplex will appeal to the motorist of taste who seeks a car embodying the most exquisite coachwork, an equipment absolutely complete in every detail, together with an engine quiet and smooth at all speeds.

30 h.p. 6-cylinder chassis	£695
Fitted with U.S.L. Self-Starter and complete dash-board equipment	£885

SHEFFIELD SIMPLEX

SHEFFIELD-SIMPLEX MOTOR WORKS, Ltd.,
30, CONDUIT STREET, BOND STREET, LONDON, W.
Telegrams: "Sheffex London." Telephone: [illegible] and [illegible] Mayfair.



THE Lanchester is designed for the lover of comfort and luxury. It is a car in which the ease and well-being of the owner and his friends is a first consideration.

The spacious body, wide entrance doors and roomy accommodation, which result from the engine position of the Lanchester, have made it the most fashionable car in the world.

Lanchester

BIRMINGHAM: Armourer Mills. **LONDON:** 95, New Bond Street. **MANCHESTER:** 88, Deansgate.

THE SECRET OF

Power

is the

OVERHEAD VALVE MOTOR

The Buick Overhead Valve Motor has more power per cubic inch of piston displacement than any other type of motor ever built. It costs us more to make it, but it uses less petrol. Its lubrication is the simplest; it requires less attention. If you do not get the Overhead Valve Motor you are not obtaining the best.

Mr. JOHN PRIOLEAU, Motoring Editor of the *Daily Mail*, says: "Overhead valves are anything but popular in this country as yet, but I am sure that we shall see a great increase in this direction before long. The American designer has long realised the value of the overhead valve to the owner-driver. Hundreds of owner-driven cars run with foul valves and their attendant disadvantages simply because the owner dreads the business of grinding them in. He must in many cases dismount the magneto or the carburetter (in some cases both), in order to reach them, and he puts off the evil day until the suffering engine protests in a manner which cannot be ignored."

15-18 h.p. Buick, 2-seater	£225
15-18 h.p. Buick, 5-seater	£245
15-18 h.p. Bedford-Buick Empress Victoria, 2-seater	£285
15-18 h.p. Bedford-Buick Torpedo Olympic, 5-seater	£295
15-18 h.p. Bedford-Buick Streamline Torpedo, 5-seater	£295
15-18 h.p. Bedford-Buick Arcadian Cabriolet, 2-seater	£365

COMPLETE with BOSCH MAGNETO, hood, hood cover, screen, 5 lamps, horn, tire carrier, 810 x 90 mm. Michelin Tires (2 plain and 2 non-skid), jack, pump, tool box and tools. NO EXTRAS. NO UNNECESSARY COMPLICATIONS.

British-built Bedford Coachwork on Buick chassis makes the finest combination possible.

"The smartest car on the road" — The Bedford-Buick.

GENERAL MOTORS (EUROPE), LTD.
BEDFORD HOUSE, LONG ACRE, LONDON, W.C.

Telephone: Gerrard 3620 (3 lines). Telegrams: "Buickers, London."

BRITISH THROUGHOUT.

STRAKER-SQUIRE

The World's Best 15-20 h.p. Car

By virtue of 7 years' concentration on the ONE MODEL ONLY.

Each year, in the manufacture of this particular car, the embodiment of all the latest improvements has retained for it its name as "the best of its class."

IMMEDIATE DELIVERY

S. STRAKER & SQUIRE, Ltd., 75, Shaftesbury Avenue, London, W.

MODELS
Chassis with tires and detachable wheels
10 h.p. £2[illegible]
20 h.p. £3[illegible]
30 h.p. £550

THE Desirability of Austin cars is beyond question. It arises from their Beauty, Efficiency and Comfort.

At the first glance it is the beauty of the coach work and the extreme simplicity of design in Austin cars that appeal to the critical eye, but there is something more than these attributes that makes Austins the desirable cars that they are. It is comfort, and this can be fully realised only by enjoying a trial run. The comfortable ride in Austin cars and so easy running and efficient, that it is by no means gross exaggeration to say that even at top speed one becomes almost unconscious of movement. We are ready to prove why you should choose the Austin before all other cars of its class, with none so

20 H.P. VITESSE PHAETON

The car, as illustrated, including waterproof canvas hood, double folding wind-screen, gnurled and studded tyres, interchangeable wheels with spare and studded tyre, dynamo lighting system, with all lamps, speedometer, lifting jack, tyre pump and horns, horn, and kit of tools. The car painted and trimmed to client's own colour selection from standard materials. Ready for the road.

£590

The Austin Motor Co. (1914), Limited,
Longbridge Works, Northfield, BIRMINGHAM.
LONDON: 479-483, Oxford Street (near Marble Arch), W. Also at PARIS, MANCHESTER and NORWICH.

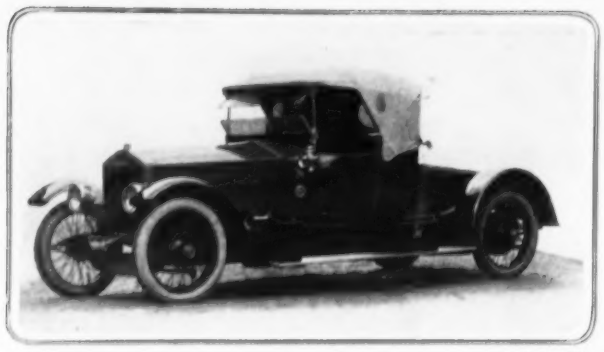
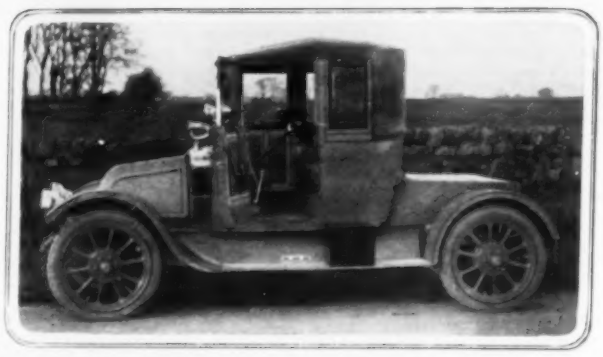


Photo. Beckett

SOMETHING MORE THAN A MERE TWO-SEATER: A 20-H.P. SIZAIRE-BERWICK.

The seat is extra wide, so as to carry three passengers comfortably when required, and behind there is a concealed dickey-seat for two more. The fittings are nickel-plated.



AN IDEAL CAR FOR A DOCTOR OR ANY PROFESSIONAL MAN: A 15·9-H.P. ARROL-JOHNSTON COUPE (CLOSED).

This car sells for £450. It has a folding dickey-seat, an electric lighting and starting apparatus, and a full equipment of accessories.

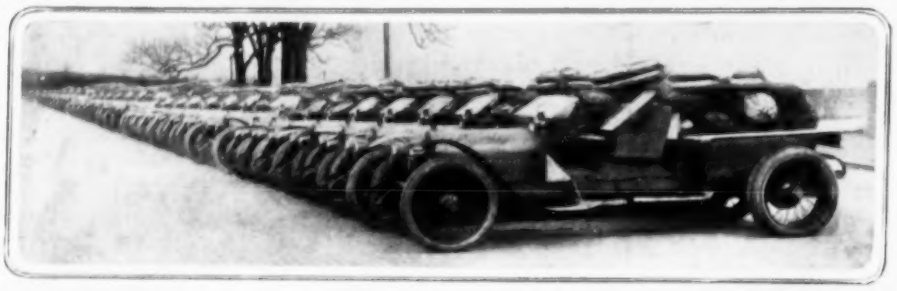
(Continued.)

with the cost of its fitting, means a good deal of money when compared with the price at which a full set of acetylene and oil lamps can be obtained. But it is worth it in the long run. The cleanliness, convenience, and reliability of the light are worth the extra outlay three times over. As to this question of reliability, upon which I have heard conflicting opinions expressed, I can only say that I have done most of my driving for the past two years in company with electrics, and have yet to experience my first failure. As to what particular system should be installed, there are several good ones at command, but personally I like the C.A.V. better than any of the others I have tried.

I suppose I ought to say a word about self-starters, though I am not sure that these can be regarded quite as a part of the touring equipment—they are more a part of the design of the car itself. My view of them is that the time is at hand when no car with anything more than a really small engine will be considered complete without one. Certainly the car of more than 15-h.p. ought to be fitted with an engine-starter. I daresay some of my readers will say that they have engines that start with the greatest facility, and have thus never felt the need for a starter. To them I would reply that they have never experienced the comfort of the starter. I have driven a good many cars lately which were so fitted, and I don't want anybody to lend me one without. Laziness, no doubt; but that is the way I feel about it. So far as the self-starter is concerned, if you decide that you must have one, then do not be tempted with anything but the electric. Devices which are worked by springs are not dependable. Compressed-air starters are excellent in their way, but my opinion is that the electric system is much better.

Next we come to the matter of protection from the weather, which impels our thoughts towards hoods. By all means this should be of the "one-man" type, which is now the most popular of all hoods in this country. It is never found

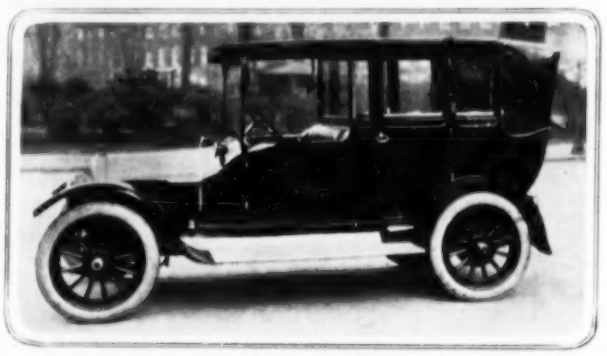
(Continued overleaf.)



A REGIMENT OF CROSSLEYS FOR THE WAR OFFICE: 58 CARS WEIGHING IN ALL 168 TONS.

Messrs. Crossley Motors, Ltd., of Gorton, Manchester, claim a record for having supplied the Government with 168 tons of motor-cars, that is, 58 cars in one order for the War Office. The Government tests of the engines are severe. The cars shown in the photograph represent 3400 tested horse-power. Ranged in line these cars would cover 275 yards from end to end.

SELECTED FROM MANY COMPETITORS FOR OFFICIAL USE BY THE LORD MAYOR OF CAPE TOWN: A 16-20-H.P. SUNBEAM CABRIOLET.



A VERY USEFUL CAR, ESPECIALLY FOR TOWN WORK: A 15-20-H.P. OAKLAND LANDAULETTE.

A pleasant surprise

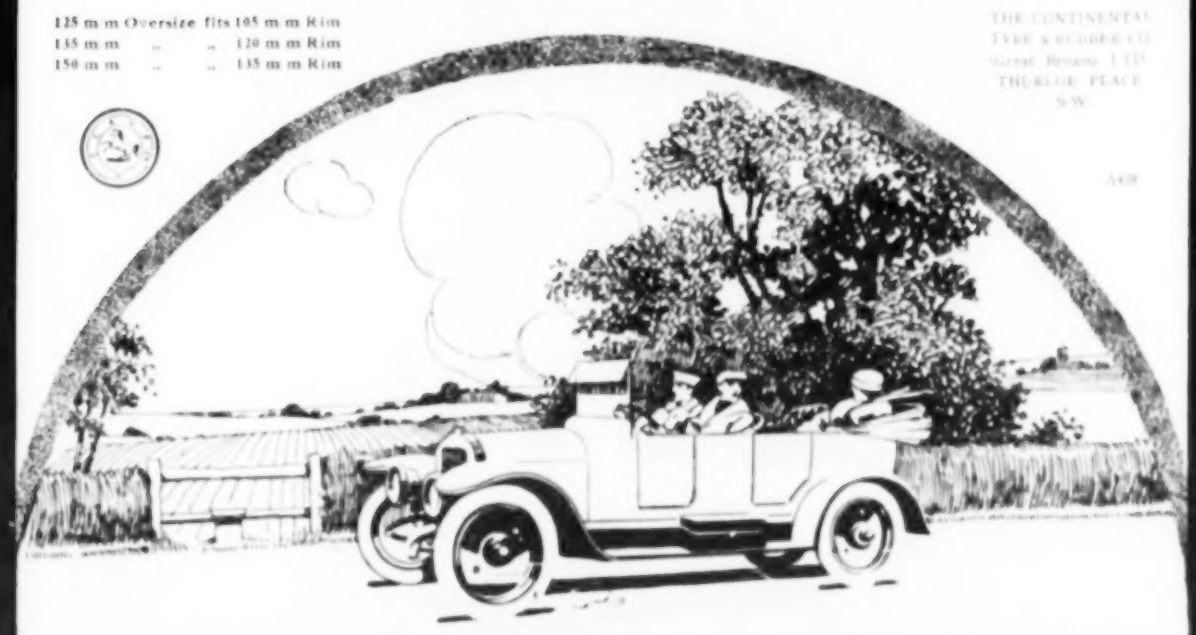
awaits all who are about to give a trial to

Continental Oversizes

These splendid Tyres, with their thicker walls and tread, larger air capacity and greater resilience, give an added pleasure to motoring by removing all apprehension of tyre trouble. And you can fit them without any alteration whatever to your present rims

125 m m Oversize fits 105 m m Rim
135 m m " " 120 m m Rim
150 m m " " 135 m m Rim

THE CONTINENTAL TYRE & RUBBER CO. (Great Britain) LTD. THURLOE PLACE S.W.



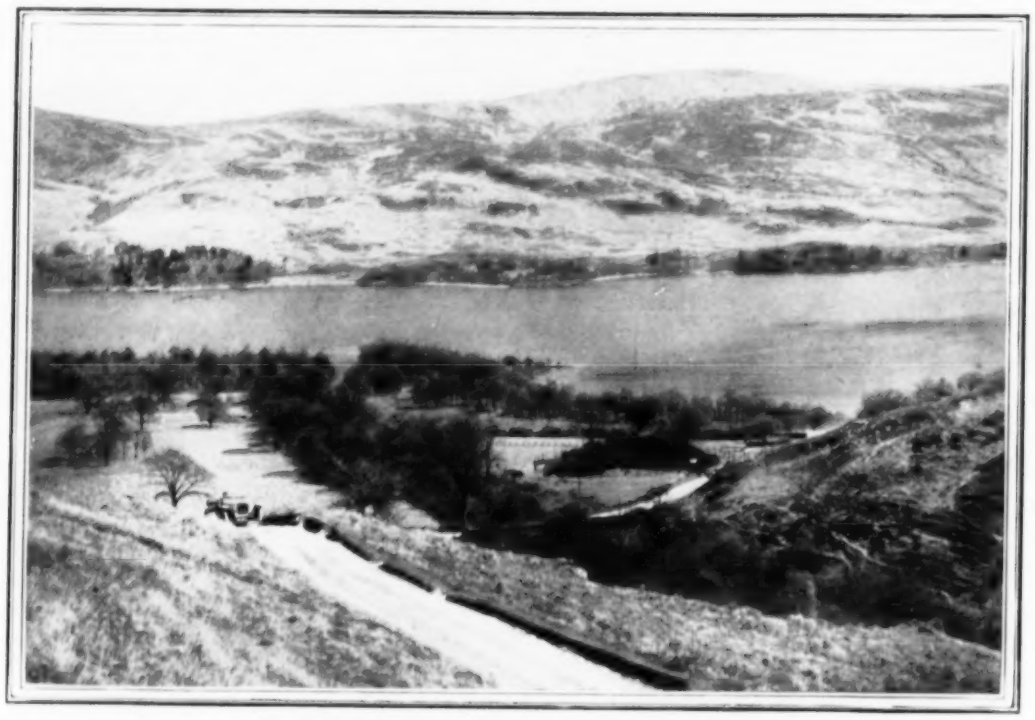
(continued)

on the American vehicle, so far as I am aware. In fact, the average American hood is an abomination when one has to erect it, but, once up, I think it has points which are in front of our own. The average British made hood has side-curtains which generally fail to quite meet the screen, so as to make a weather-tight job of things, which the American certainly does. But even this does not compensate for the extra trouble involved in getting it up when it is wanted suddenly. This matter of the side-curtains is one that should be impressed upon the hood-maker at the time of ordering. He can make them to fit properly if it is insisted upon, but it is about the last thing in the world he will do if no particular stress is laid upon it. So far as the screen is concerned, this should be of the double type, in which both upper and lower halves are made to swing either outward or inward; while the side pillars should be socketed at the top to receive the hood clamps. For the comfort of the passengers in the rear of the car, I recommend one of the Auster back screens. They are rather expensive to buy, but the comfort of them on a chilly day—or a warm one, for that matter—is extraordinary, and is well worth the outlay.

Then we shall, of course, want a speedometer, and a reliable one at that. Here the choice is almost without end, and for the guidance of the reader I may say that most of them are splendidly reliable if they are properly fitted and intelligently treated. I should not be particular to a sovereign or so. There are cheap instruments sold which are perfectly reliable, but which do not give one all the information they might. I myself like one which gives me the speed, the season mileage, and the trip record; besides which it has a maximum hand.

Some sort of warning signal will be required also, and here I advise the tourist to fit two. There should be an ordinary bulb horn for use in towns, and one of the Klaxon type for the open road. My reason for giving this advice is that I regard the latter as an abominable instrument for use in the crowded streets of a town, but a veritable necessity in the country, since it is about the only kind of signal which will awake the sleepy carter to a sense of his road duties.

I do not think I need pursue this subject of equipment much farther; but before I leave it I would say just one word with regard to tyres and their manipulation. I take it that the sensible motorist will have followed the prevailing fashion, and will have his car fitted with detachable wheels or their alternative detachable rims. The former have my adherence, though I don't know that there is much in it between the two. Even though his car be so equipped, I still counsel him to make proper provision against the tyre trouble he will probably, or at least possibly, meet during the course of his tour. Doubtless, the makers of his car will have turned him out with a set of tools, including the inevitable "pump and jack" of the catalogue. Let him view these with suspicion, for they are almost always of the cheap and nasty variety; and, if he be sensible, he will banish them from the tool-box and install something upon which he can depend. As for the pump, I should myself prefer one of the good impulse-pumps, actuated by the engine, of which the Pioneer is a good example. The Wood-Milne is also a good pump of the kind worked by manual labour; while there is the Maxfield, which is friction-driven by the engine fly-wheel. But any good accessory-house will be able to advise in this matter, and in any case it is one of individual choice in the main. The same remark applies to jacks—get a good one.



AN ARGYLL CAR BY THE BANKS OF LOCH LOMOND: AT THE ENTRANCE TO GLEN DOUGLAS, OVERLOOKING THE LAKE.

The car in the foreground is one of the famous Argyll sleeve-valve type. On the far side of the loch may be seen the hamlet of Rowardennan.

And now it is time that I had something to say about specific cars which are such as can be recommended for all-round touring purposes. That I can make even a passing reference to all that are worthy of mention is not to be expected; but I will refer briefly to a few of those which in my opinion stand very high in their respective classes.

Argyll. I think that readers of my notes know pretty well what I think of the sleeve-valve-engined Argyll. I have had considerable experience of this car, both in touring and in competitions, and the more I see of it the better I like it. Three models are made in the touring section. There is the little 12-18-h.p. car, with poppet-valve motor; and the 15-30 and 25-50-h.p. sleeve-valve models—all of them worm-driven. If the choice falls on either, the motorist will have cause to be pleased with his touring experiences.

Wolseley. One of the highest tributes I ever heard paid to the Wolseley car was when I heard it said of one of them that "you can't kill it with an axe." That is literally true, almost, for it is a car that will go on for ever. Thoroughly sound as to design and irreproachable in construction, it is very near to the ideal touring car. There are three standard models, these being the 16-20, 24-30, and 30-40-h.p. cars. The last two are of the six-cylinder type; while the first is a "four," prices ranging from £475 up to over a thousand pounds.

Austin. This is another very fine car and a popular one withal, as may be judged from the number one sees on the roads nowadays. Austins

Two well-known champions for long-distance driving.

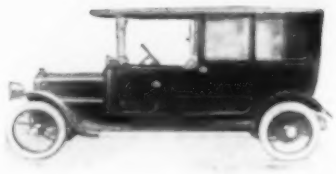
DUNLOP

TYRES AND "V" GOLF BALLS.

The Dunlop Rubber Co., Ltd., Founders of the Pneumatic Tyre Industry, Aston Cross, Birmingham; and 14, Regent Street, London, S.W. Paris: 4, Rue du Colonel Moll. Berlin, S.W.: 13, Alexandrinenstrasse, 110.

WESTON-SUPER-MARE GOLF COURSE.

Daimler



Daimler Cars, 1914

Four Speeds. Electric Light. Electric Starter.

Twenty. Four Cylinders.

Thirty. Four or Six Cylinders.

Special. H.M. the Queen's New Car.

The New "Twenty"

Four-speed chassis, with dynamo electric light outfit; head lamps; side lamps; tail lamp; and electric self-starter ... ... Price **£450**

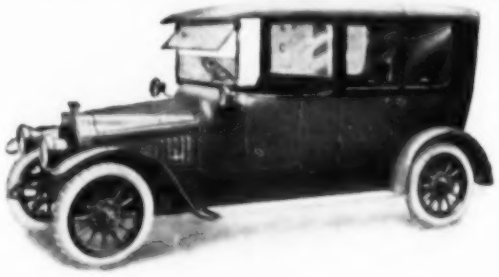
The Daimler Company, Ltd.,
COVENTRY.

LONDON SHOWROOMS ... ... 27, PALL MALL.

Vauxhall

THE CAR SUPEREXCELLENT

ONE HUNDRED satisfied Vauxhall owners tell in "The Last Word" of the wonderful qualities of "the car superexcellent." Packed with matter of the highest practical interest this book should be in the possession of every motorist. Send for a copy to-day.

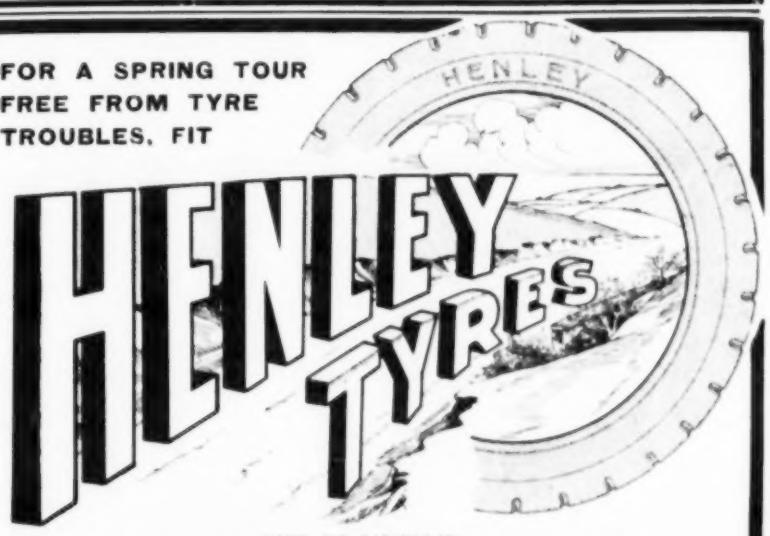


25 h.p. Vauxhall-Ashbourne limousine-landaulette, concealed joints, electrically lighted, completely ready for the road, £772.

DELIVERY from STOCK — Several models, open and closed, are at the moment available for immediate delivery.

VAUXHALL MOTORS LIMITED
174-182, Great Portland Street
LONDON, W.

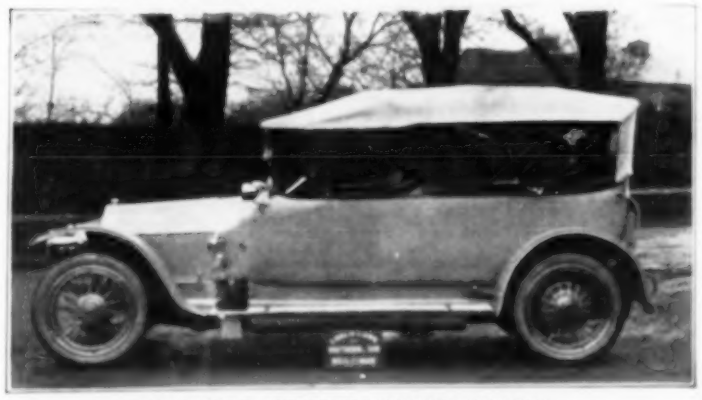
FOR A SPRING TOUR FREE FROM TYRE TROUBLES, FIT



W. T. HENLEY'S TELEGRAPH WORKS CO., LTD.
BLOMFIELD STREET, LONDON WALL, E.C.

MAYTHORN & SON, LIMITED.
BIGGLESWADE.

Maythorn's Celebrated Motor Coachwork makes the most of any Chassis.



MAYTHORN'S "EXMOUTH" TORPEDO PHAETON.

Estimates and Drawings for specially designed bodies on application.

Telephone: No. 8 BIGGLESWADE. Tel. Address: MAYTHORN, BIGGLESWADE.

The ARGYLL

For Summer Touring.

THE elimination of engine trouble; the absence of side-slip and skid; and comfortable riding—these are the essentials if motor touring is to give its full quota of pleasure. If your car is an Argyll you are assured of this pleasure.

The Argyll Single Sleeve Valve engine is absolutely reliable; the Argyll all four wheel diagonal braking system entirely prevents skid under all conditions, and the beautifully sprung body ensures the greatest comfort.

Argyll 1914 Models.

15 30 h.p. Torpedo Car	**£495**
25 50 h.p. Torpedo Car	**£675**
25 50 h.p. Limousine or Landaulette	**£825**

These cars are fully equipped, including One Man Hood, Screen, 3 Lamps, Horn, Tool Outfit, Detachable Wheels, Spare Wheel, 5 Tyres, Number Plate, Petrol Gauge, etc.

May we personally demonstrate the Argyll superiorities to you?

ARGYLLS LIMITED,
Head Office and Works **Alexandria, Scotland.**

London Showrooms: 6, Great Marlborough Street, W.

Argylls Ltd. Head Office Works Alexandria Scotland

London Showrooms 6, Great Marlborough St. W.

The *vital* essential to open-car comfort is—

Auster
PATENT
SHIELD AND HOOD EQUIPMENT.

It comprises:

1. An "Auster" Front Shield. Unique for their scientific construction and demonstration of appearance.
2. An "Auster" Extending Back Shield. The original and incomparably the best.
3. An "Austomatic" Hood. The only Hood in the world that can be raised or lowered from inside the car with **one hand in one second.**

AUSTER, LIMITED,
BIRMINGHAM: Crown Wks., Barford St.
LONDON: 133, Long Acre, W.C.
And at Paris.

(Continued.)

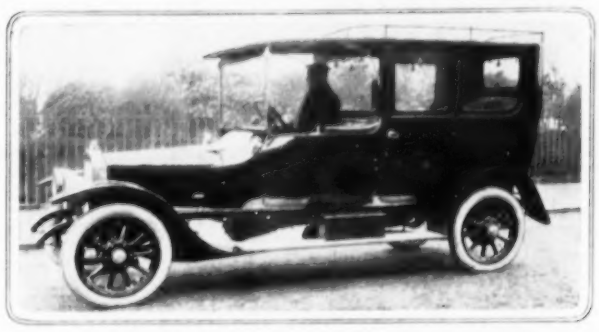
are another of the "three-model" firms—their types including a 10, a 20, and a 30-h.p. chassis, all with four-cylinder engines. The little "ten" sells at £269, and is beyond doubt one of the very best of the light class. The other two are very fine, able touring-cars which can be admirably adapted to town work.

Sunbeam. It hardly needs saying that in the category of good cars must be placed the Sunbeam. Their racing successes have brought them very much into the public eye of late, and I invariably feel safe in recommending a car which has been developed as a result of racing experience. There are three Sunbeam models—the 12-16-h.p., the 16-20, and the 25-30-h.p. six-cylinder. Prices range from £350 to £585.

Métallurgique. For anyone who is in the market for a smart, fast touring-car the Métallurgique is hard to beat; and it is a car that will stand any amount of hard usage into the bargain. The Métallurgique chassis, when furnished with body-work by Van den Plas, is one of the handsomest cars on the road. There are no fewer than six models, which range from the 15-20-h.p., at £385, to the 38-90-h.p. chassis at £950, so that there is a very wide range of choice.

Armstrong-Whitworth. High up among the British contingent must be ranked the Armstrong-Whitworth. It would be impossible to imagine anything emanating from the famous Elswick Works that was not exactly as it should be in accordance with the accepted engineering practice of the day. Several models are made, all of them suitable for touring work; and I would advise the intending purchaser of a car to place the "A.-W." on his list to be seen and tried.

Bedford and Buick. An American car which is becoming vastly popular is the Bedford, alternatively known as the Buick. It is one of the medium-priced cars of the American contingent, and is one that I regard as essentially a good one. In appearance it certainly leaves nothing to be desired on account of smartness and general effect of its turn-out, while I hear the very best reports of its behaviour in the hands of its owners. The motorist who desires a really good car at a strictly moderate price might do a lot worse than visit the Bedford show-rooms in Long Acre.



ONE OF THE INVINCIBLES: A 25-30-H.P. TALBOT LIMOUSINE.

Vauxhall. The name of the Vauxhall is so well to the front that I need do little more than jog the memory of the prospective purchaser of a car in its price class, in order that by no remote possibility may he forget that it is one he must see and try before making his final choice. It is a fine car with as fine a record.

Lanchester. In touching upon the Lanchester we are getting into the class where the purchaser must be well blessed with money before he dare entertain the idea of acquiring one of these really magnificent cars. The very name of the Lanchester suggests all that is best in the refinement and luxury of motoring. Whether as town carriage or as touring-car, the Lanchester is one of those vehicles which inspire a lasting regret that such things are not for me. There is nothing better, and very few cars that it is possible to say are even in the same class.

Adler. If the intending buyer of a touring vehicle cannot find what he wants among the long range of Adler cars, which includes almost every type from the excellent little 9-h.p. "Carette" to the lordly limousine, he must be hard to please. The Adler is one of the cars of which I have a very high opinion indeed, and more than that I need not say about it. It should certainly be on the list when one sets out in quest of a car for any purpose.

Rover. The Rover "twelve," of whose running I have more than once set down my impressions in these pages, has attained to the position of being quite the car of the year. That being so, there is no need for anything but the reminder that the motorist intent upon the buying of a car in the medium-powered class simply cannot ignore this undoubtedly fine little vehicle. That it is popular is demonstrated by its vogue on the road, and it is only necessary to say that no bad car ever yet became popular.

Standard. Another car at a moderate price which should receive attention is the Coventry-built Standard, which is supplied in models which range from the 10-12-h.p. to the 23-h.p., and in price from £230 to £375. Besides these, there is the light Standard, at £105 complete, so that there is no lack of choice. They are all cars that can be recommended.

Talbot. The "Invincible Talbot" is a car that has shown itself well worthy of its name. I need not trouble to set down the record of its deeds on track and road, because, for one thing, I find that

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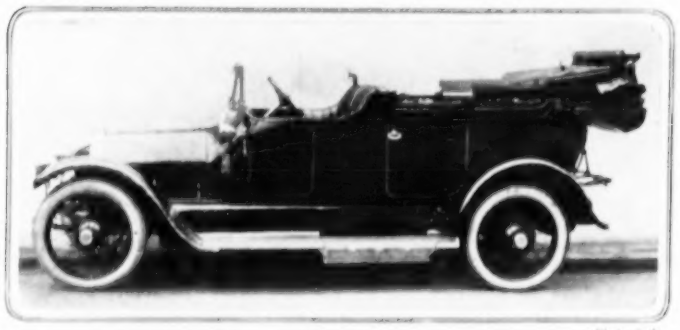
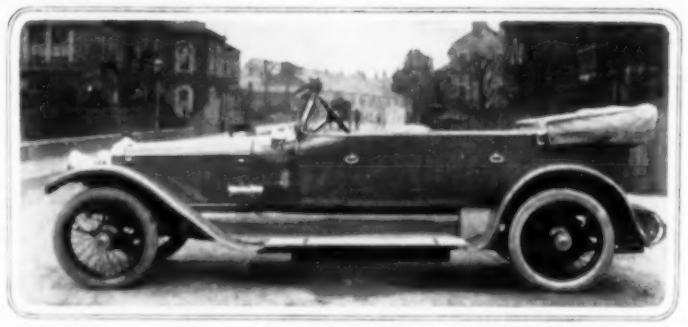


Photo. Sale.

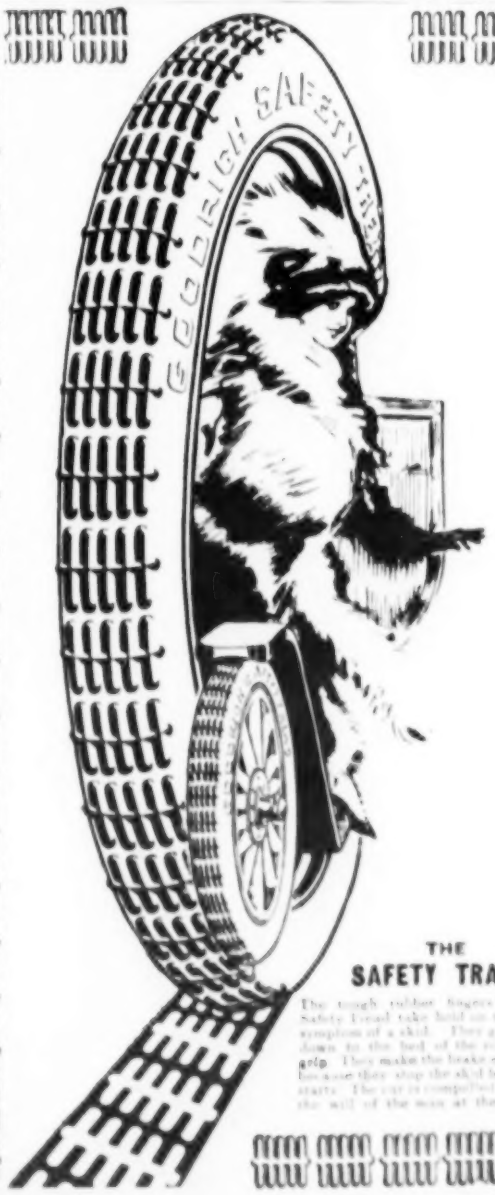
WITH BODY BY THE REGENT CARRIAGE COMPANY, LTD. A 20-30-H.P. ARMSTRONG-WHITWORTH CABRIOLET.

This car was recently sold to a Hampstead motorist through the Walter Scott Motor Company. It is provided with a self-starter and electric-lighting outfit.



A FINE SPECIMEN OF MAYTHORN COACH-WORK: A HANDSOME TOURING PHAETON ON A 30-H.P. DAIMLER CHASSIS.

The car has just been completed by Messrs. Maythorn, of Biggleswade, for Mr. A. Rofé. It is painted saxe-blue and upholstered in specially made enamelled leather to match.



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The tough rubber fingers of the Safety Tread take hold on the first symptom of a skid. They get right down to the bed of the road and grip. They make the brake effective because they stop the skid before it starts. The car is compelled to obey the will of the man at the wheel.

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THE GOODRICH SAFETY TREAD is not a mere novel geometric design, but a Working Principle—a prepared tyre for a definite task—the invention of what Max Beerbohm has termed "a race of impenitent specialists."

It transmits safety by forming a safety track. No matter what surfaces you are travelling, limestone or flint, macadam or granite or wood, town or country, those five tough rubber fingers are always "at grips" with the bed of the road.

That grouped combination of five bars and a cross-tie clean and prepare the surface for your car. Stopping or starting, the tyres GRIP—swerving or braking, they GRIP—as no other tyres can grip. Without loss of speed or resiliency, without increase of weight or cost, they provide you with an ACTIVE SAFETY PRINCIPLE, help your steering, assist your brakes, and make you the master of your own car under all motoring conditions.

Moreover—

This tread is the toughest, highest quality tread ever put into a motor tyre, and will give
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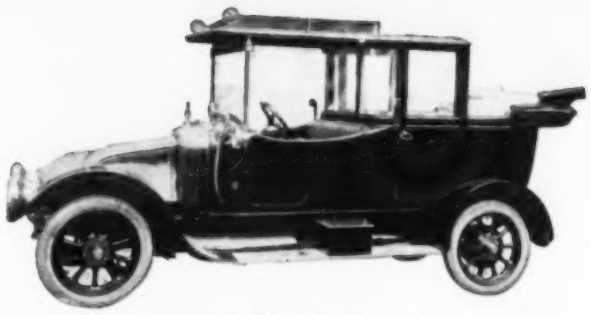

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THE product of a £100,000 Factory, and with high-grade coach-work mounted on a sweetly silent PROVEN chassis, the car is yet sold at a moderate figure, because *the money spent goes into the Cars.*

BRIEF Specification: To seat six, including driver, and fitted with 4-cylinder Engine (91 x 140 m/m), 820 x 120 m/m Grooved Dunlop Covers, Detachable Steel Wheels, Spare Wheel with Tyre, Electric Engine Starter, Electric Lamps, Horn, Electric Roof Light, etc., price £580.

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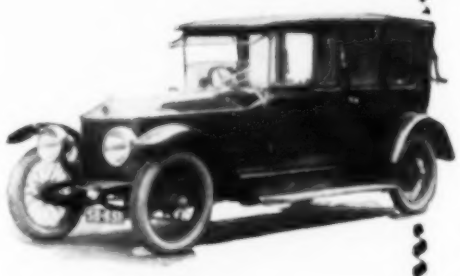

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SIZAIRE BERWICK

"Well out of the ruck of trans-Atlantic machines"

is the opinion of the Motoring Editor of *The Times* on the

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COMPLETE CAR, with two-seater body and full modern equipment. Coachwork equal to the best European productions, and elegant finish. Inclusive price **£320**

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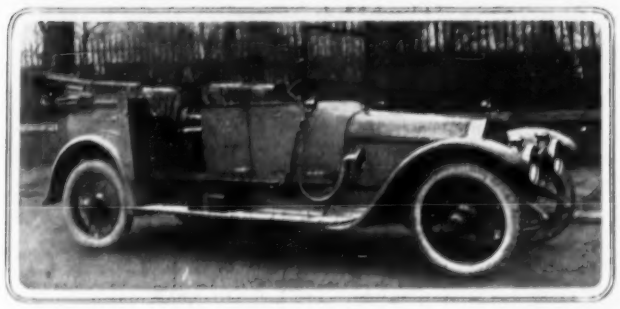
there are very few weeks when I am not called upon to chronicle some new achievement by the Talbot, and so the reader is perfectly familiar with the name. As a touring-car it is certainly one of the best of all the cars that are before the public, and that is saying a good deal. There are five models, these being the 12-h.p., at £400; the 15-20, at £350 chassis; the 20-30, at £425 chassis; the 20-40, the chassis price of which is £505 with dynamo lighting-set and lamps; and the 25-50, at £515. The 20-40 is a six-cylinder model, the rest being "fours."

Sheffield-Simplex. If the Sheffield-Simplex was not the best-designed chassis at Olympia last November, then it had a very narrow escape indeed of being so. It is, of course, numbered among the most expensive cars, and unless one can contemplate putting down anything over a thousand pounds for the complete touring-car, then the thoughts had better not stray in that direction. But if the reader be wealthy enough to view with equanimity the parting with such a sum, then I say to him—go straight away and see the Sheffield-Simplex.

TOURING IN WARWICKSHIRE: A 12-H.P. ROVER PASSING THROUGH THE PRETTY VILLAGE OF BRINKLOW.

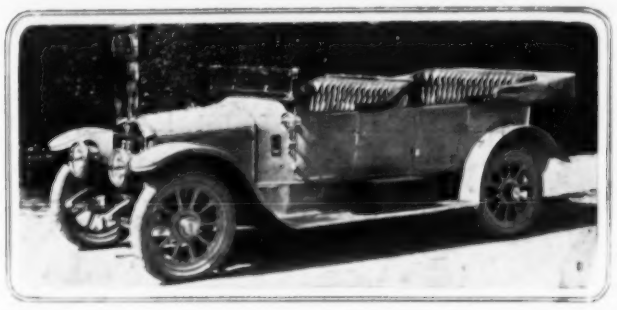


PERFECTLY ADAPTED EITHER FOR TOWN OR COUNTRY WORK: A 20-30-H.P. ROCHET-SCHNEIDER WITH CABRIOLET BODY FULLY OPEN.

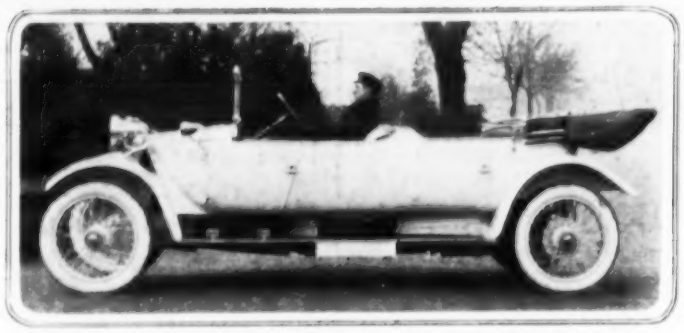
Straker-Squire. A wonderful example of what can be done by a close adherence to the "one-model" policy is the Straker-Squire. For some years now the firm has contented itself with producing a car in the "fifteen" class—it is now rated as a 15-20—and by close concentration has succeeded in making it certainly one of the best of that class. Indeed, there are many competent judges who rank it as the best of the class, nor am I disposed to quarrel with their judgment. For my own part, the experience I have had with cars of this mark impels me to say that I want nothing better than the Straker-Squire can give me. If I were contemplating the purchase of such a car, it would be among the leaders on the list of those I should set down for careful trial.

Sizaire-Berwick. A car that created something of a sensation at the last Show was the new Sizaire-Berwick. Quite conventional in its design, it is remarkable for the beautiful accuracy of its construction and the splendid finish which is put into it. I have had no experience of its behaviour on the road, but if it runs nearly as well as it looks—and I am told that it runs even better—then it is an exceedingly fine car. Of course, it is not among the cheapest of the class. As a matter of fact, it is on the expensive side, though, as it has been justly described as "the last word in modern design," that is to be expected. It is one of those cars which make me break the Tenth Commandment every time I see it.

Oakland. I now come to another American car, the Oakland. This is one of the medium-priced class, selling complete at £325. I have recently tried one of these cars over a week-end, and I must say that I am very favourably impressed by its running and general behaviour. Later on, I intend to return to the subject of the Oakland, since it deserves far more than the passing reference I can make just now. This advice I give, however, that if you contemplate the buying of a car of its class, then by no means make up your mind finally until you have tried the self-starting Oakland.



A VERY HANDSOME AND DISTINGUISHED CAR: A 20-H.P. AUSTIN "VITESSE," A MODEL OF THE MOST RECENT TYPE.



ONE OF THE SMARTEST OF ITS KIND ON THE ROAD: A 38-H.P. SIX-CYLINDER LANCHESTER TOURING-CAR DE LUXE.

The car is a beautiful example of Lanchester coach-building, very roomy and luxuriously upholstered, and illustrates the adaptability of the Lanchester chassis to any design of body. It has an electric starter and lighting set.

On Tyres. The subject of tyres is a difficult one to approach in the matter of giving advice, since most of us have our own ideas on the subject. Therefore, all I intend to say about the matter is that the purchaser will do well to keep to those marks which have been in public favour over a range of years. It is obvious that unless they were good, they would not have survived the test of time. *Verb. sap.*—W. WHITTALL.

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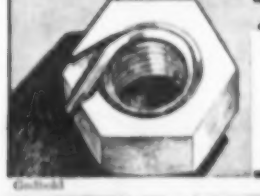

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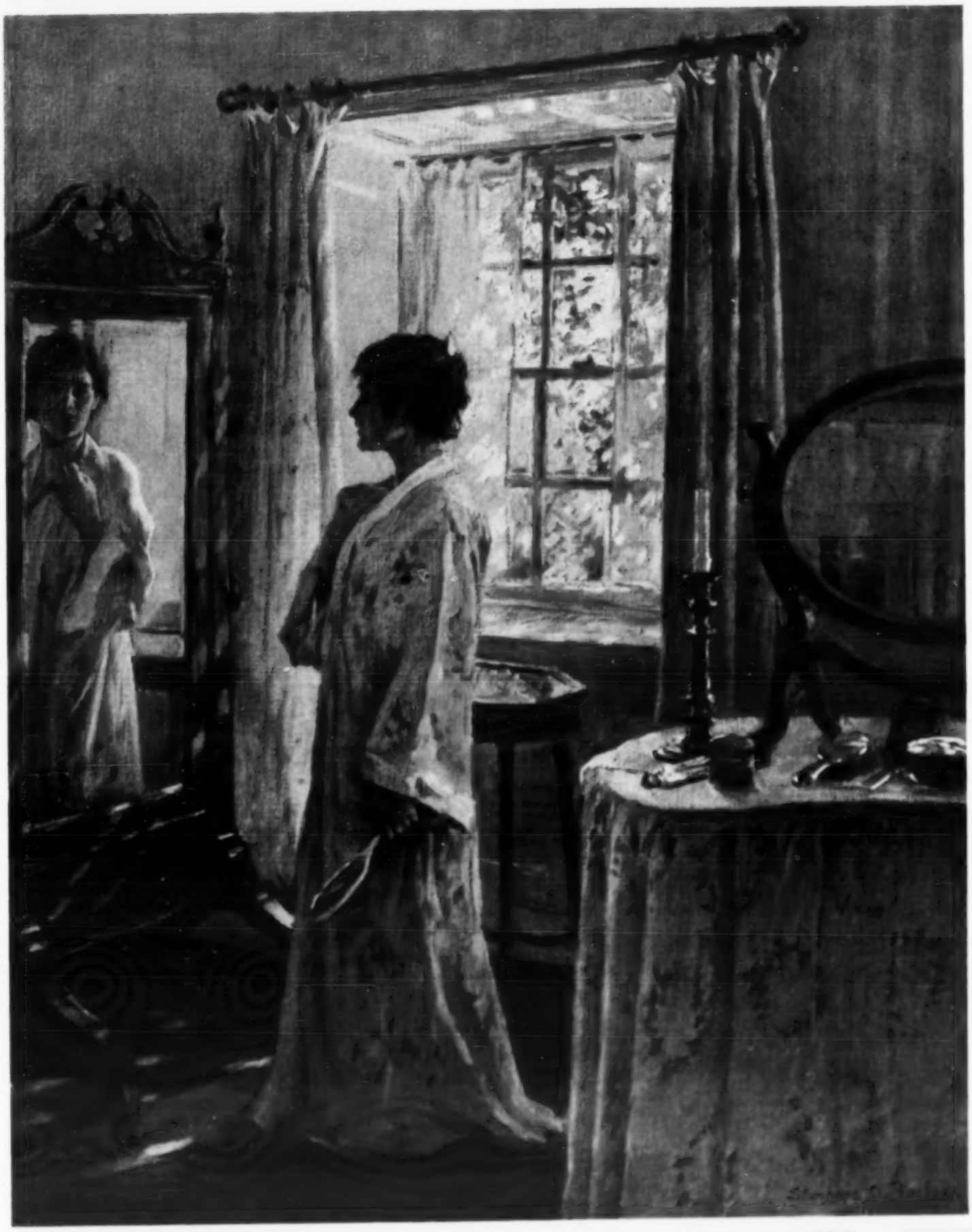

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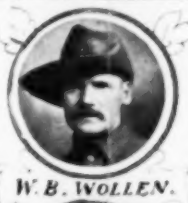

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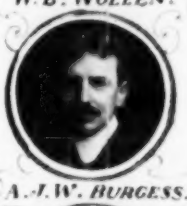

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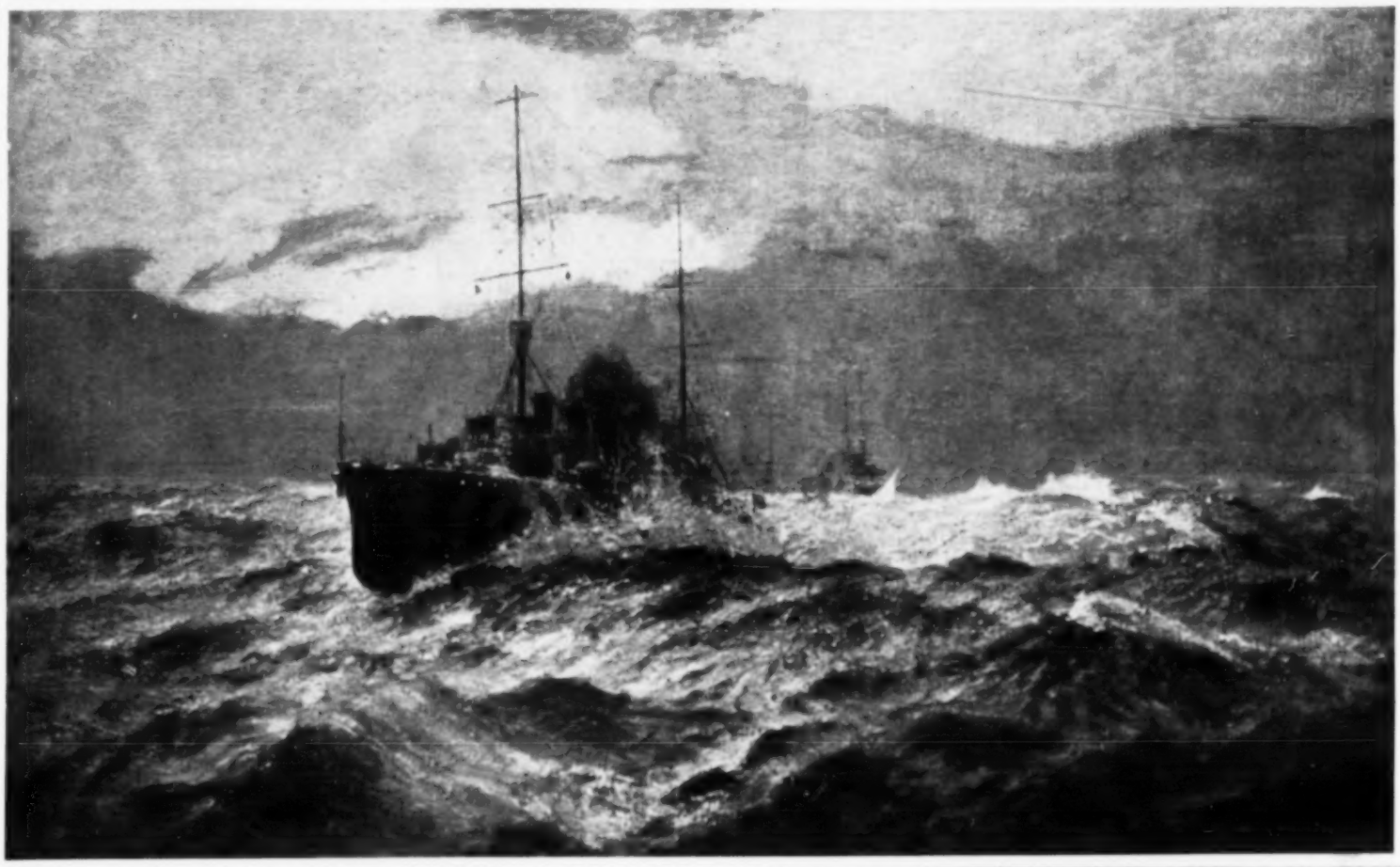

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